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Hongkong Daily Press

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HONG KONG, THURSDAY, MARCH 20, 1930.

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SPEED—A MANIA WE CANNOT RESIST.

EFFORTS TO BEST TIME SPRING FROM IMPULSES.

THE HUMAN MACHINE'S OBSTACLES AND HANDICAPS.

As human beings we are for ever travelling faster. In the Stone Age the speed record may have been made by an irate husband chasing a mooney hieroglyphist with a club for writing love-slabs to his wife. For centuries speed depended on horses and sails. To-day science supplies propulsive energy in tons of thousands of horsepower and the horse is relegated for the most part to the parks and sports and the sail has almost disappeared from the seas. Every year some man or woman goes faster in some vehicle than any one has gone before. The fastest train in the world averages 67.7 miles an hour. Last year Car Wood drove the fastest boat in the world at a speed of 93.1 miles an hour, beating a roaring locomotive by a comfortable margin. The automobile, the second fastest vehicle, was driven by Major H. O. D. Segrave at 231.38 miles an hour along the sandy shore at Daytona Beach. But the fastest man has ever gone, so far as the records show, is 303.8 miles an hour, and that was last summer, when A. H. Orinlar flew four times over a three-kilometre course at an average speed of 337.7 miles an hour.

The Joy of Speeding.

But how (asks Mr. T. J. C. Martin, in the *New York Times*) shall we account in a practical way for the attempts to raise the speed record on land by use of the automobile? Let us simply agree that we all—or by far the greater part of us—thoroughly enjoy speeding. There is a big thrill in seeing a powerful car being driven at upward of 200 miles an hour, and there is a bigger thrill, for the person of steady nerves, in driving one at that speed. There is possibly no more exhilarating experience than that of flying a plane at 100 or more miles an hour close to the earth. Then the sense of speed, the thrill of high adventure, is at its greatest. The danger of it and the feeling of danger in it merely add a zest to the enjoyment, a sort of tonic invigoration. So our pursuit of speed is a queer mixture of pioneering in thrills for their own sake and in pioneering in them for the sake of their practical effect.

But what of greater speeds? Scientists have discovered a fly named the deer fly—that can travel for short distances at the incredible rate of 815 miles an hour, or almost 400 yards a second. Dr. E. O. Howard, Chief Emeritus of the Bureau of Entomology, describing the deer fly, says: "These preposterous flies appear to have the most perfect motor apparatus among all living things. Their breathing apparatus is such that their bodies are virtually all air cells or chambers, which gives them extreme lightness. Then, to what is virtually an outside skeleton, are attached marvellously powerful muscles that operate their wings."

Can Man Stand It?

The great difficulty with attaining such high speeds is not so much mechanical as it is physiological. Can man withstand speeds of from 300 to 1,000 miles an hour? The answer is plainly, no. We shall be able to put materials together that will stand the strain; but we ourselves shall not be strong enough. And even if a man could be found who were, it is probable that he would not be quick enough to steer a vehicle going at 1,000 miles an hour without meeting sure destruction.

Let us look at what would happen to a man going at high speeds on land, sea and in the air. Even at 250 miles an hour a turn cannot be made with an automobile. A car capable of going so fast could never be driven, even over a perfect racing track with banked turns, without disaster.

And it is doubtful if a man could even drive a car at 300 miles an hour. He would not be quick enough, his nervous reactions would be far too slow. As a matter of fact they really are at present speeds. Driving over a straight-away course safely is largely a matter of luck. Hemholtz measured the speed with which the nervous system carries messages to and from the brain at about 103.4 feet a second. Segrave at 231.38 miles an hour was travelling 339.33 feet a second—three times faster than his brain was capable of working. This means that the machine is virtually out of control, that the smallest swerve is fraught with alarming possibilities; that before he could recover from a jar his car might be wrecked; and that, anyway, to be thoroughly Irish—any danger foreseen would have been passed before the driver was aware of it.

Sgrave's Impressions.

Major Segrave found the difficulties of steering enormous. To guide him he had a number of red bullseye lights strung above the centre of the course. At the end of the course was another guiding light. On the front of the car was a small circle with crossed wires, and in the cockpit an ordinary naked rifle sight. Without these guides he could not safely have obtained such a high speed. When asked what it felt like to go so fast, Major Segrave frankly answered: "I don't know. I have not the slightest idea. It is all pretty quick and you do not have much time for obscure reflections." Pressed to give some bare idea of his impressions, he admitted that "it was all over so quickly that my impressions were brief, if exhilarating. On one flank I saw the immense black wall of spectators; on the other side the flagposts rushing by looked just like a straight line drawn across a piece of typewriter paper." At one time the car struck a sand gully left by the tide, caus-

ing the offside radiator to burst. A little later the car struck a pool of water. "I thought the steering gear was going to be wrenched out of my hands," Major Segrave said later. And subconsciously he must have been more than merely alarmed at the prospect of dashing into that "black wall of spectators," for it takes only a split second to cover a hundred feet from the course when a car is going at 338.8 feet per second.

Water Speeding.

On water we are not much better off. Any craft developing extremely high speed becomes supersensitive, and it would require little to wreck a hydroplane going at the speed of Segrave's car, if indeed the craft could be kept on the water at that speed. Its tendency would be to leap into the air, which gives point to the saying of a famous French flier who boasted that he could fly a kitchen table if it were powered highly enough.

And so it is evident that to attain speeds of more than, say, 300 miles an hour, air must be the medium. Since more than this speed has already been attained, even including the turning of corners, the question arises. How much faster can we go? Very probably a man could fly at 1,000 miles an hour in a sealed cockpit. But could he turn at such a high speed? The opinion of the experts is that the limit of human endurance will be reached at around 400 miles an hour. At speeds of between 500 and 1,000 miles an hour the centrifugal force would be so great that a turn or a movement up or down would immediately drain the blood from a man's brain or send such a rush to it as either to cause him to lose consciousness or instantaneously to kill him, depending on the rate of speed. Lieut. Jimmy Doolittle, in executing his famous outside loop, in which he struck 300 miles an hour on the downward thrust, felt, he says, as if his eyeballs were being torn out of their sockets. There is clearly a limit of human endurance in the air, although as to where it will be reached definitely we may at present dispute.

Technical Difficulties.

An enormous number of technical difficulties stand in the way of higher speeds. We have to remember that resistance in air or water increases as the cube of the speed. If to go at 200 miles an hour requires an engine of 500 horsepower, to go at 400 miles an hour will require one of 4,000 horsepower. The figures for the U.S.S. *Saratoga* are impressive. To go at nineteen knots an hour its engines must develop 23,300 shaft horsepower; to go at thirty-three knots, its engines must produce 155,843 shaft horsepower.

(Continued on Page 2.)

THE HONGKONG

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LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

HONGKONG DAILY PRESS.

Where to have Tiffin
To-day.

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Roast Leg of Pork, Apple
Sauce and Vegetables...95 cts.

To-day's Tiffin—\$1.35.

- 1.—Washington Cream Soup
- 2.—Snapper Chasseur
- 3.—Raviolis
- 4.—Doves on Toast and
Saratoga Chips
- 5.—Roast Beef, Yorkshire Pudding
- 6.—Curried Chicken
- 7.—Brown Potatoes
- 8.—Boiled Potatoes
- 9.—Spinach
- 10.—Ehubarb Tart, Custard Sauce
- 11.—Fruit 12.—Tea 13.—Coffee

Diary of Coming Events.

To-day.

(March 20.)

Lammerts Auction: Refinery
Stores, Takoo Sugar Refinery, 11
a.m.
Meeting on behalf of Y.W.C.A.,
Government House, 4.15 p.m.
University Lecture on "Architec-
ture," 5.15 p.m.
Central British School, Prize
Giving, St. Andrew's Church Hall,
Kowloon, 5.30 p.m.
Helena May Musicale, Ballard
Concert, 5.30 p.m.
Queen's Theatre: "The Tres-
passer."
World Theatre: "Robin Hood."
Star Theatre: "Four Walls."
Tea Dances: Hong Kong and
Peninsula Hotels, 6 p.m.
Dinner Dances: Hong Kong,
Peninsula, and Repulse Bay Hotels,
8.30 p.m.
European Mails:—Inward:
Europe via Negapatam, letters only
(Yuen Sang), via Siberia (Yuen
Maru). Outward: Europe via
Siberia (Lahn), 6 p.m.
Friday.
(March 21.)
Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.
Lammerts Auction: "Goods and
Chattels" Metropole Hotel, 10.30
a.m.
St. Paul's Institution, French
Convent School, Causeway Bay,
Prize Giving, 11 a.m.
Hockey: Club v. University II,
King's Park, 5 p.m.
St. George's Society: Annual
General Meeting, H.K. Chamber of
Commerce, 5.30 p.m.
Institution of Engineers and
Shipbuilders of Hong Kong, Din-
ner, 8 p.m.
Queen's Theatre: "The Tres-
passer."
World Theatre: "Robin Hood."
Star Theatre: "Four Walls."
Tea Dances: Hong Kong and
Peninsula Hotels, 8.30 p.m.
Dinner Dances: Hong Kong,
Peninsula, and Repulse Bay Hotels,
8.30 p.m.
Saturday.
(March 22.)
2nd Extra Race Meeting, Happy
Valley.
Annual Varsity Sports, Half
Mile open 4.15 p.m. and Relay Race
open 4.30 p.m.
League Cricket:—Division I:
H.K.C.C. v. C.S.C.C., Division II:
Police v. Indians.
Friendly Cricket:—Division I:
K.C.C. v. Navy, Division II: R.E.
and S. v. H.K. Electric, C.S.C.C.
v. H.K.C.C., Recreation v. K.C.C.
Football:—Senior: Sunday Herald
Cup Final; Junior: Eastern v.
R.A., Ewo v. Club, Kowloon v.
Navy, S. China "B" v. Somerset,
Recreation v. University.
H.K. Realty and Trust Co., Ltd.:
Ordinary Yearly Meeting, Exchange
Building (2nd floor), 11.30 a.m.
Queen's Theatre: "The Tres-
passer."
World Theatre: "Robin Hood."
Star Theatre: "Four Walls."
Tea Dances: H.K. Hotel, Penin-
sula Hotel, 5 p.m.
Dinner Dances: H.K. Hotel and
Peninsula Hotel, 8.30 p.m.
European Mails:—Inward:
Europe via Negapatam, papers
only (Taima). Outward: Europe
via Marseilles (Kamo Maru), 9.30
a.m.; Europe via Siberia (Chenan),
6 p.m.
Sunday.
(March 23.)
3rd Sunday in Lent.
Special Sermon and Discussion,
St. John's Cathedral "What are
we to believe about the Bible?"
preacher Rev. H. V. Koop, 6.30 p.m.



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TO THE N. Y. K. CONCERNING MAIDEN VOYAGES

"I was interested in the note from the 'Maiden Traveller' who intends to be on the maiden voyage of two of your new motorships on a single voyage to America, next spring, by changing ships at Honolulu. She says the 'Tasuta Maru' will follow the 'Chichibu Maru' in three weeks, yet I always supposed Pacific liners ran on a two-week schedule. Next year are you running to America via Honolulu only every three weeks?"

J. K. Lays

It is true that the maiden voyages next spring are three weeks apart but there is a regular liner in the interval.

In fact, we have many weekly sailings to America via Honolulu next year, and never more than a fortnightly interval. The "Chichibu Maru" voyage number one—will leave Yokohama on April 14th, followed in one week by the "Tasuta Maru", and two weeks later by the "Tasuta Maru" on her maiden voyage.

Frequent sailings are possible, because these three new giant companion motorships, the "Chichibu Maru", the "Tasuta Maru" and the "Asama Maru", will be in service with the popular "Taiyo Maru", "Tosyo Maru" and the "Shinyo Maru"—six specialists for an exacting trade. Ships and men exclusively Orient-California.



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WIRELESS NOTES.

USE AND CARE OF ACCUMULATORS.

HOW TO AVOID TROUBLE.

SOME USEFUL TIPS FOR GETTING THE BEST RESULTS.

[By "COHERER"]

Last week the dry or primary cell was dealt with, and its limitations as regards current supply explain why it is that some source capable of giving a more substantial current is necessary for valve filaments.

Except in the case of a set employing not more than two valves of the dull-emitter type, when two very high capacity dry cells joined in parallel may suffice for the filament supply for a month or two, the primary cell may be considered useless for the purpose. The secondary cell—or accumulator as it is commonly called—is normally used, it being capable of current of from 10 to 120 amps, dependent on the size and number of plates, at the substantial voltage of 2.2 per cell. Unlike the primary cell, it has the advantage of being capable of recharging when its initial supply of electricity is exhausted or discharged. It is, however, an article that can cause trouble or exasperating failure if not properly attended to, while the damage that can be done to carpets, etc., through leaking acid is, as many have no doubt experienced, very real.

Application of Knowledge.

Unfortunately, in the case of the majority of people, the accumulator has to be periodically left to the tender mercies of one who, perhaps, does not give it the care we should like it to receive. I refer, of course, to the necessity of sending it to some outside source to be recharged. The accumulator, to give of its best, requires careful attention not confined to charging. A knowledge of its weaknesses and requirements is necessary to its efficiency and, when such knowledge is displayed, has been known to have effect with a charging agent!

Faults: Their Prevention and Cure.

The most common fault is buckling, an expansion of the plates caused by a too rapid discharge or, more frequently, too high a charging rate.

In the old days of celluloid containers it was this defect that would cause cracked cells, with consequent damage by leaking acid.

Although most makes of accumulator are now constructed with thick glass or ebonite containers, the danger of buckling still exists, the plates being liable to bend or circuit.

Subsiding, another common fault, is evidenced by a white deposit on the plates and terminals, and a drop in efficiency between charges. The causes are many and include—too strong an electrolyte or acid, discharging at too slow a rate, leaving for a long time partially discharged, or charging at too low a rate. Provided the defect is not too deep-rooted a remedy in most cases is provided by a long and slow charge.

Disintegration of the plates—that is, some of the material of the plate becoming loosened and collecting in the form of a sediment at the bottom of the container—is a natural process throughout the life of the cell, but may be seriously accelerated if the cell is subjected to bad treatment. The sediment should never be allowed to accumulate, but should be cleaned periodically.

What to Watch For.

Observation of the following points will go a long way towards keeping an accumulator in good condition and giving service of two or three years.

The charging-rate and strength of acid vary with different makes; the

instructions given by the makers in this respect usually allow for a little latitude but, as far as possible, they should be carried out. The cell or battery should not be discharged below 1.8 volts per cell. Do not allow the cell to stand for long periods unused, charging at least once a fortnight whether completely discharged or not. Make good with distilled water any loss of solution by evaporation. On no account should acid be added after the initial charge unless some is lost through the cell becoming upset. The plates should always be completely covered with electrolyte (dilute sulphuric acid). Keep the cells clean and dry, and terminals smeared with vaseline, particular attention being paid to this point after charging.

HAVE YOU HEARD THESE?

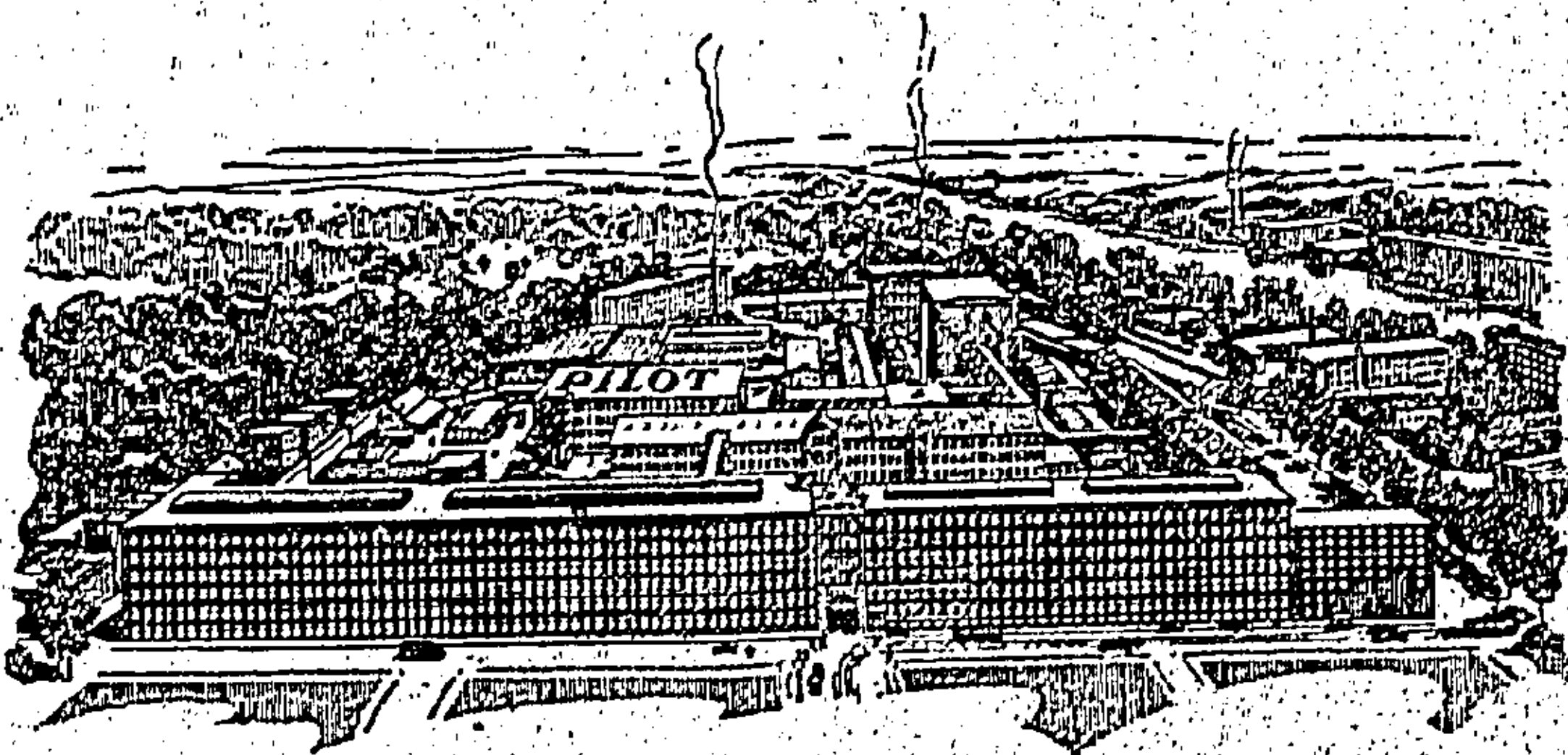
Here are lists of long-wave and short-wave stations which should be picked up by anyone in Hong Kong who has a moderately good set suitable for receiving such signals. Success in picking up these stations also depends very largely upon favourable atmospheric conditions. Readers are invited to add to this list should they succeed in picking up any station not included in either of these lists.

LONG-WAVE STATIONS.

Wave length (Metres)	Station	Call Sign	Kilo-cycles
230	Manila	K.Z.I.B.	1,133
277	Shanghai	N.S.M.S.	1,085
320	Tientsin	R.C.G.	1,070
310	Shanghai	K.R.C.	967
320	Peking	C.O.P.K.	935
345	Tokyo	J.O.A.K.	870
353	Hiroshima	J.O.F.K.	850
355	Hong Kong	Z.B.W.	846
367	Bombay	V.U.B.	840
361	Sapporo	J.O.I.K.	830
366	Keijo	J.O.D.K.	820
370	Nagoya	J.O.C.K.	810
370.4	Calcutta	V.U.C.	808.9
380	Kumamoto	J.O.G.K.	790
390	Sendai	J.O.H.K.	770
395	Dairen	J.D.A.K.	760
398	Rangoon	V.U.R.	754
400	Osaka	J.O.E.K.	750
410	Canton	C.M.E.	732
413	Manila	K.Z.R.M.	726

SHORT-WAVE STATIONS.

Wave length (Metres)	Station	Call Sign	Kilo-cycles	Time (Hong Kong) of Working
67.65	Dobnitz (Germany)	A.F.K.	4,424	Mon, Wed. & Fri. 5 p.m. & 2 a.m.
60.12	Khabarovsk (Russia)	R.A.S.T.	4,980	6-10 p.m.
58.7	Nauen	A.G.I.	4,821	Not regular
50	Moscow	R.F.N.	6,000	Tues, Thurs, Sat. 8 p.m.
45.5	Bombay	I.M.A.	6,898	Sunday midnight
42	Perth	G.A.G.	7,142	Daily 6.30 p.m. & 11 p.m.
41.3	Singapore	V.S.I.A.B.	7,210	Not regular
38.8	Kootwijk (Holland)	P.C.L.	7,730	Daily 11 p.m.
37.7	Bangkok (Siam)	H.S.A.P.	7,958	Tues. & Fri. 9 p.m.—1 a.m.
32.5	Sydney	2.B.L.	9,230	Not regular
32.1	Melbourne	3.L.O.	9,303	Not regular
31.48	Schenectady	W.Z.X.A.F.	9,530	Daily 7 a.m.
31.4	Elkhoven (Holland)	P.C.J.	9,534	Fri. 8 a.m. Sat. 3 a.m. & 10 a.m.
31.28	Sydney	2.F.C.	9,580	Not regular
31.2	Nairobi (Kenya)	7.L.O.	9,617	Midnight daily.
28.5	Sydney	2.M.E.	10,526	Not regular
27.9	Bandoeng	P.L.R.	11,020	Midnight—3 a.m. daily
25.93	Chelmsford (England)	G.S.W.	11,751	7.30 p.m. & 3 a.m. daily, except Saturday and Sunday
24.5	Manila	R.I.X.R.	12,240	Nightly
23.35	Schenectady	W.Z.X.O.	12,520	4 a.m. Wed., Fri. Sat.
18.88	Bandoeng	P.N.G.	16,102	Daily 6.30 p.m. to midnight
18.4	Kootwijk (Holland)	P.C.L.	16,304	Daily 11 p.m.
17.4	Bandoeng	P.L.F.	17,280	Daily 9 p.m. to midnight
16.9	Bangkok	H.S.I.P.	17,751	Sundays 7 p.m. & midnight
16.88	Huizen (Holland)	P.H.L.	17,789	Daily 10 p.m.
16.3	Kootwijk (Holland)	P.C.K.	18,404	Each afternoon
15.74	Bandoeng	P.L.E.	19,220	Daily 5.30—7 p.m.
15.5	Nancy (France)	P.L.E.	19,251	Daily 8 a.m.
13.93	Pittsburg	W.S.X.E.	21,640	Not regular



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"PILOT" VALVES

EXPANSION OF FACTORY.

The Pilot Radio & Tube Corporation, of Brooklyn, N.Y., announces the acquisition of a new large manufacturing plant in Lawrence, Mass., which comprises 20 entirely new buildings with an area of more than 1,500,000 square feet. A staff of more than 5,000 employees is expected to be engaged in the new factory in the performance of the various manufacturing activities; with the completion of this plant, the Pilot Radio and

Tube Corporation will become one of the foremost radio manufacturers in the world. The expansion programme includes also the manufacture of Phonograph Pick-ups, Radio Tubes, Loud Speakers, and Amplifiers. All the equipments and machinery which the Pilot Radio & Tube Corporation, is at present holding in its factories in Brooklyn, N.Y., Poughkeepsie, N.Y., Detroit, Mich., Newark, N.J., are being moved to the giant plant in Lawrence, Mass., and although the removal will go forward at a rapid pace, it is expected that about six months will elapse until all the equipments have been installed in the new plant.

In addition to the enormous equipment which the Pilot Radio and Tube Corporation already has at its disposal in its present four factories, there have been purchased extensive equipments and modern automatic machinery for installation in the new factory, so that mass production on a large scale can effectively be taken up in the new plant. This programme is in line with the aims pursued by the Pilot Radio & Tube Corporation, for the purpose of offering only precision and high quality material on the foreign markets at prices which offer real values to the consumer. The sole agent for South China for the Corporation is the Sincere Company, Ltd.

Home Charging.

The "Friche" charger, a very useful unit for charging batteries at home from the mains, is a great convenience but, in its use, particular care should be taken to avoid over-charging.

When a cell is fully charged bubbles of gas are freely liberated from both sets of plates, the acid assumes a "milky" colour, a voltmeter reading across each cell will show 2.2 volts, and the specific gravity of the acid is approximately 1.2.

A voltmeter and a hydrometer, each of little expense, for determining the last two points are really essential to the home charger, being, of course, also useful for indicating the extent of discharge. The hydrometer is most useful for this and, in the majority of accumulators, a reading of 1.18 will be obtained from a cell when semi-discharged and 1.17 when completely discharged.

When it is intended to use the accumulator for some months there is no better means than the following for preserving it in good condition. First, have it fully charged, then pour off the acid, wash out with distilled water, and keep in a dry state.

THE QUERY CORNER.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS"]

Sir,—I shall be glad if "Coherer" will give me advice in the following matter. At present I am using a 3 valve set (Diect. 2 low frequency, transformer coupled). Results with an ordinary power valve in the last stage are good, but I wish to get more volume. I find, however, on putting a Pentode in the last stage a peculiar whistling takes place. This whistling also occurs if I use an output transformer. Aerial, earth, and all batteries are in good condition. Can "Coherer" advise me how to stop this unwanted whistle?—Yours, etc., W.L.P.

(The above letter arrived too late for reference to our contributor, but will deal with next Thursday.—Ed.)

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Commercial News.

12.30 to 1.30 p.m.—Demonstration programme.

1.30 p.m.—Weather report.

5-7 p.m.—European programme of Columbia Records by Courtesy of Messrs. Anderson Music Co., "On The Quarter Deck March" (K. J. Alford) and "Ellesmere March" (J. E. Grace), The Regimental Band of H.M. Grenadier Guards.

Ogil Mogul—A Kinkkanass Love Lyric (Bennett) and "The Tightest Man I Know" (Bennett), Billy Bennett, Comedian.

"Bitter Sweet—Vocal Gems" (Noel Coward), Columbia Light Opera Company with Orchestra.

"La Benediction Des Poignards" (Meyerbeer) and "Lo! Here The Gentle Lark" (Bishop arr. F. Godfrey), Regimental Band of H.M. Grenadier Guards.

"Der Rosenkavalier" (Richard Strauss), Duet: Richard Mayr and Ann Andrusch with Orchestra conducted by Bruno Walker.

"Jungle Drums" (Ketelley) and "By The Blue Hawaiian Waters" (Tone Picture), Band of H.M. Grenadier Guards.

"Waldteufel Memories—Fantasia" (arr. Herman Finck), Herman Finck and His Orchestra.

"Marouf—Il Est Des Musulmans" (H. Rabaud) and "Marouf—La Caravane" (H. Rabaud), George Thill, Tenor with Orchestra.

"La Gioconda: Dance of the Hours" (Ponchielli), Columbia Symphony Orchestra.

"La Gioconda—Cielo E Mar (Heaven and Ocean)" (Ponchielli) and "La Gioconda—Si Morte Ella De Voe to the death of her doom" (Ponchielli), Rancetti Pasero, Bass with Orchestra.

"Bacchante" (Tchaikovsky) and "Valse Creole" (Tchaikovsky), Regimental Band of H.M. Grenadier Guards.

"Wiener Blut, Waltz" (Johann Strauss), Bruno Walter, Conducting the Berliner Staatsoper (Berlin State Orchestra).

"The Magic Flute—Gli Angeli Inferno" (Mozart) and "La Variazioni Di Proch" (Song with Variations) (Prech), A. M. Gulghilmetti, Soprano with Orchestra.

"Four Ways Suite—No. 1 Northwards (March), No. 2 Southwards (Valse), and No. 3 Eastwards (Eastern Dance), No. 4 Westwards (Rhythm)" (Eric Coates), Regal Cinema Orchestra conducted by Emanuel Starkey.

7-7.15 p.m.—Lecture from Columbia Records.
"What Is History?" By Sir Charles Oman, K.B.E., M.P.
7.15-8 p.m.—Experimental programme.
8-10.30 p.m.—Chinese programme.
10.30 p.m.—Close down.



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NATHAN ROAD, KOWLOON.

HUMOUR: ANCIENT AND MODERN.

"What must one do to have beautiful hands?"
"Nothing."

"I like the house, but it is small."
"What can you expect?" It is only three years old."

Cobbler (surveying a pair of spats skeptically): "An, my good friend, what do you want me to do with these?"

The Town's Thriftiest Inhabitant: "I want you to put soles and heels on them."

Stranger: "Hey, that's no way to hoist a piano!"

Foreman: "Do you own the piano?"

Stranger: "No, I own the building."

Foreman: "That's different; boys, be careful of them corners—bricks cost money!"

Young Man: "Have you a book called 'Man, the World's Ruler,' please?"

Librarian: "I should think you might find it in the fiction department, sir."

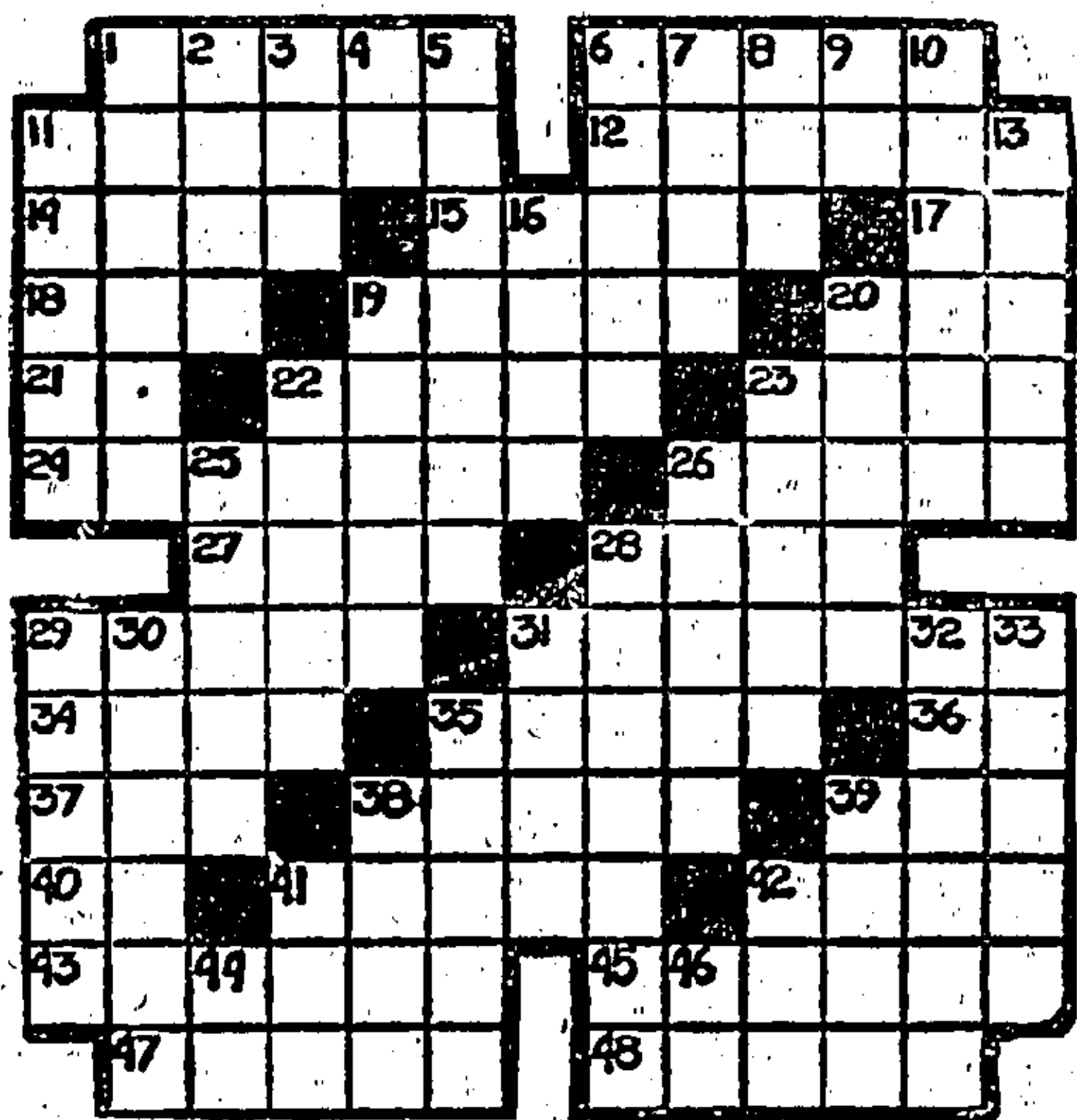
I want to buy a New Year's present for my wife.

"Yes, sir; something electrical, perhaps?"

"Great idea. Have you one of those electric chairs?"

George, whose only means of support was his rich father, was being married. Everything went well until the bridegroom had to repeat the words, "With all my worldly goods I thee endow." The congregation was then startled to hear a moan from his father. "Gracious!" muttered Pa. "There goes his bicycle."

CROSSWORD PUZZLE.



Horizontal.

- 1.—A colour.
- 6.—Colloquial: to make love.
- 11.—Terrible.
- 12.—A bird.
- 14.—A metal.
- 15.—Idol.
- 17.—Toward.
- 18.—Crude.
- 19.—Blaze.
- 20.—Address of respect.
- 21.—Spanish article.
- 22.—Runs away.
- 23.—Missile.
- 24.—To take from.
- 26.—Satellites.
- 27.—Ceremony.
- 28.—To scorch.
- 29.—Lost freshness.
- 31.—More stylish.
- 34.—Caudal appendage.
- 35.—Spots.
- 36.—Negative.
- 37.—Remained.
- 38.—Cries of owls.
- 39.—Scrub.
- 40.—Exists.
- 41.—Small compartment.
- 42.—Naked.
- 43.—Boats.
- 45.—Brings out.
- 47.—Smallest.
- 48.—A daily course of routine.

Vertical.

- 1.—Mental condition.
- 2.—In line.
- 3.—Vase.
- 4.—Half a dozen.
- 5.—Building.
- 6.—Boxes.
- 7.—Messenger.
- 8.—Mineral.
- 9.—Conjunction.

- 10.—Iden.
- 11.—Employed.
- 13.—Civil injuries.
- 16.—Glove.
- 19.—Wing shaped.
- 20.—Not tall.
- 22.—Furlow.
- 23.—Flies.
- 25.—Characteristic.
- 26.—Foods.
- 28.—To scorch.
- 29.—Not easily excited.
- 30.—Pertaining to the eyelids.
- 31.—A narrow aperture.
- 32.—To put in practice.
- 33.—Coverings.
- 34.—To push.
- 36.—Garden implements.
- 38.—A speed contest.
- 41.—A large serpent.
- 42.—Without.
- 44.—New English (abbr.).
- 46.—To perform.

YESTERDAY'S SOLUTION.

No. 1596

ARIZ	SHOPS
AMUSE	SPINAL
IN	EXTERED
INT	TRIED
SCAN	THE
ABATE	RUSE
ALIES	HALT
HELD	CHANCES
SETS	RUN
HAS	BITTER
OR	COMPARE
REFUSE	RIOTER
TRIPS	SMORE

SUBURBAN HEIGHTS

By GLUYAS WILLIAMS



GLUYAS WILLIAMS - 2-14

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SPEED—A MANIA WE CANNOT RESIST.

(Continued from Page 1.)

On the ground of economy alone, speed at such a cost rapidly becomes impractical. We get over the difficulty, so far as we are able, by what engineers call refinement of construction that is, by the use of lighter and stronger materials and better methods. We also attack the problem more directly and attempt to cut down the resistance as much as possible. This is called streamlining. The invention of the aeroplane has taught us that a blunt bow, corresponding in shape to the breast of a bird, is the most efficient; that is, offers the least resistance. The Bremen uses this shape of construction below the waterline.

Then there is also skin friction barring the way. Surfaces have to be very smooth to be efficient. Resistance from skin friction may account for as much as from 50 to 80 per cent. of the total resistance. Automobiles have a further difficulty, which the wind tunnel has discovered for them. Racing along at high speed they leave in their wake a suction called by engineers negative pressure. Meeting the air the positive pressure on the nose tends to force them downward, while the negative pressure under the tail tends to force them upward. They have to be specially constructed to overcome this tendency, but the fact creates a limit to the speed at which a car can be kept in motion along the ground. Beyond it, even on a perfect track, the car would be in danger of leaping into the air and crashing or turning turtle.

Although nature does much to impede us in our fight to go ever faster, in some ways she helps us. If you fly a distance of some 700 miles as the crow flies, it will take you about seven hours; that is, a rate roughly of 100 miles an hour ground speed. Suppose there were a twenty-mile-an-hour wind against you. In order to reach your destination in seven hours your air speed would have to be 120 miles an hour, twenty miles an hour of your speed being used up to overcome the resistance offered by the wind. Reverse the journey with a twenty-mile wind behind you and you do the trip in five hours, supposing your air speed is 120 miles an hour, which, plus the speed of the wind, gives you a ground speed of 140 miles an hour. Airman meet these variable wind conditions almost every day they fly. A famous illustration is the greater difficulty of flying across the Atlantic from east to west, compared with flying from west to east, on account of the fact that the prevailing wind is from the west.

To come down to earth, we can foresee fairly clearly a limit for speed. On land we have almost reached it; on sea we may still have some way to go; in the air we can be fairly sure of going at speeds perhaps more than twice as fast as we have yet gone, but only at great danger. Higher speed for ocean liners becomes beyond a point too costly; in speed boats horsepower and propeller efficiency will doubtless give us higher speeds; hydroplanes will go still faster and will always be the fastest method of water transit. In the air it is again horsepower plus propeller efficiency, combined with refinements of structure, that will give us higher air speeds.

Where the limit of air speed is no man knows; all he knows is that there is a limit. It seems safe to say that we shall ever continue to try to go faster until a day when

1,000 miles an hour is reached—if that day ever comes—for on that day we will be able to circumnavigate the globe at the Equator in twenty-four hours. Eight hundred miles an hour would be enough at European latitude. The idea of starting on such a circumnavigation and always having the sun overhead and always to have the same time at, say, 12 o'clock, no matter where we are, is too alluring a feat for us not to cherish and strive to bring into the domain of reality. At present it is impossible, but thirty years ago the aeroplane was thought to have been impossible; now they cover the earth with their wings. Some things are obviously impossible, but brave is the man who will attempt to draw the line.

SMOKE SCREEN TO SAVE LONDON.

HOW CHEMISTRY MIGHT HELP IN A FUTURE WAR.

Dr. Herbert Levinstein spoke quietly and calmly. "The next great war," he said, "will begin where the last one left off. Wars always do."

Dr. Levinstein is president of the Society of Chemical Industry, and we were discussing his prophecy, made in an address to the London Section of the Society, that the chemical arm of warfare will undoubtedly increase in importance. I asked him (writes an interviewer), how London would fare in the war of the future.

He said: "London is very open to aerial attack. The Thames is like a fingerpost which would guide enemy aircraft to the metropolis. Therefore London would have to be hidden."

Briefly he sketched a vivid word-picture of London as it may appear during a future air raid: "Darkness like the 'darkness of night' will shroud its streets and squares. A vast blanket of artificial fog will shut out the light of the sun. Occasionally, coming from somewhere above the dense smoke-screen, the drone of airplane engines will be heard."

Such a smoke-screen, blotting out the whole Thames Valley, would be one of chemistry's contributions to the defence of Britain.

"We should be crazy," said Dr. Levinstein, "to abandon the use of screening smokes. The formation of a smoke-screen would not be difficult; the work could be carried out largely by airplanes when the imminence of a raid became known. Natural conditions would be favourable because, while we are exposed to attack only from the east, our prevailing winds are westerly."

"Do you think," the interviewer asked Dr. Levinstein, "that in the event of an air raid on London gas-bombs would be used?"

"Probably not. Explosives and incendiary bombs would be so much more effective in terrorising the inhabitants of a great city."

Adequate Protection.

"Gas could affect only a small proportion of the population. It could not wipe out millions of people; that is not practicable."

"And if gas were used during an air raid on London, adequate measures of protection could easily be devised."

He told me what those measures might be. Everyone would wear a gas-mask while the danger lasted. Or else those who were able to do so would hide in the Tubes, where pure air would reach them by a system of filtration designed to eliminate the contamination from the gas bombs.

CASHIER'S £43,000 EMBEZZLEMENT.

FOUR YEARS FOR A BANK OFFICIAL.

James Ritchie, aged twenty-three, a cashier, formerly employed by the North of Scotland Bank, at St. Vincent-street, Glasgow, was sentenced to four years' penal servitude on charges of embezzling £43,000.

The Lord Justice Clerk commented on the laxity of supervision exercised by the bank.

"I find it difficult," he said, in passing sentence, "to accept the view that no system of reasonable supervision would prevent the detection of the embezzlement of £43,000 by a bank cashier in twelve months."

The indictment alleged that between December 1923 and November 1929, Ritchie embezzled the sum stated.

Foolish Expedient.

Counsel stated that Ritchie found that he was short in his cash, apparently through overpaying a customer of the bank. Instead of owing up he adopted the extraordinary foolish expedient of attempting, by letting, to make good the deficiency.

Things went from bad to worse, and every penny of the money embezzled went into the pockets of bookmakers.

Counsel expressed astonishment that the embezzlement went on from day to day without being detected. It was discovered only when Ritchie had been promoted to further responsibility and left to take up his new appointment.

It was contended for the prosecution that no method of check, short of a day-to-day supervision, would have made the fraud impossible.

MADAME KIRKBY LUNN.

GREATEST CONTRALTO OF THE CENTURY.

Mme. Kirby Lunn, the famous contralto, died last month at her home in St. John's Wood, N.W.

Mme. Kirby Lunn's career was one of the most romantic in the history of opera.

She started as a girl who wanted to become a concert singer and teacher, who had no intention of being an operatic singer. She ended as the greatest contralto of the century, the creator of Delilah in "Samson and Delilah," and as the first woman to sing the part of Kundry in "Parsifal" in English.

She was born in Manchester in 1873, and her rise to fame was swift and meteoric.

She was studying at the Royal College of Music when seventeen years old, when the late Sir Charles Stanford happened to pass the room where she was practising one day.

He recognised a contralto voice with extraordinary operatic qualities and asked that the pupil should be sent down to him.

Sir Charles offered her an important part in an opera he was producing. At first the girl refused, saying that even if she had the voice she had not the remotest idea of acting. She was persuaded after some coaxing to take the part, and achieved such instant success that she was offered two leading parts at Covent Garden.

Most of her career then took the form of singing in opera, although she made extensive concert tours, and sang in oratorio in all parts of the world, often rushing from one performance straight on to another.

THE SILVER SCREEN.

GLORIA SWANSON IN SONG.

At the Queen's Theatre this week another famous screen star is heard for the first time—one who has been famed for her beautiful frocks no less than her wonderful acting. Gloria Swanson in "The Trespasser" makes a great appeal, and it is pleasant to hear her voice in addition to watching her powerful acting. And not only is it her speaking voice we hear, but a couple of songs as well. The story deals with the adventures of a stenographer, and it has some tensely dramatic scenes in which Miss Swanson is seen at her best. The star is supported by a powerful company, and now that Gloria has started with the "talkies" her admirers will be anxious to see and hear her next picture. Meanwhile, this one is well worth seeing.

Optimistic Dix.

At the Majestic, Kowloon, there is a good picture now showing of Richard Dix in "Easy Come, Easy Go." It is a lively story, with plenty of excitement blended with humour. This popular actor is seen in action in just those situations he revels in, and the picture provides both thrills and fun.

FALSE DANCING "CHAMPIONS."

CLAIMS TO WORLD TITLES UNJUSTIFIED.

Mr. Santos Casani, the dancing teacher, who invented the "Korb Step" and the "Six-Eight," has started a crusade against the "world's champion" dancers in England.

"There are five hundred couples in England," he said to a Press representative, "who claim they are the champion dancers of the world."

"Most of them have been no further than Brixton or Golders Green."

"It is not the fault of the dancers so much as the ridiculous system of giving a 'world championship' medal for a competition that is held in some purely local dancing pavilion."

"I intend to stop this silly business. I am going to propose at the next meeting of dancing teachers that a definite diploma based on sound qualifications be issued."

"We will investigate the claims of 'world champions,' and only those who can show us that they have qualified in seven or eight different countries will receive this distinction."

MAKING FIGURES FOR FASHIONS.

"CLASPAROUNDS"—NOT CORSETS.

Women may now know how to mould their figures to suit the latest fashions.

Miss Nineteen and Mrs. Thirty will now wear waists—quite definite and decided waists. The new "clasparounds," "hookarounds," and "solitaires" are designed with a definite waist curve at the normal waistline. So that's that!

The curious part of it is that these new corsets, despite that despised waist which is so reminiscent of Victorian days, are beautiful in line, and, moreover, preserve that slenderness of the hip curves and straightness of back for which women in their millions have starved and exercised during the "lampost outline" era of fashion.

This much-desired slenderness is achieved by clever cutting and fitting of corsets, by the use of fine, yet strong fabrics, and by the elimination of every tiny detail that could possibly add bulk to the figure. The new higher-waisted corset is designed to fit like a glove.

ADVANCE FOR INVESTORS. READERS are reminded that inquiries relating to the share market are answered on page 11 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

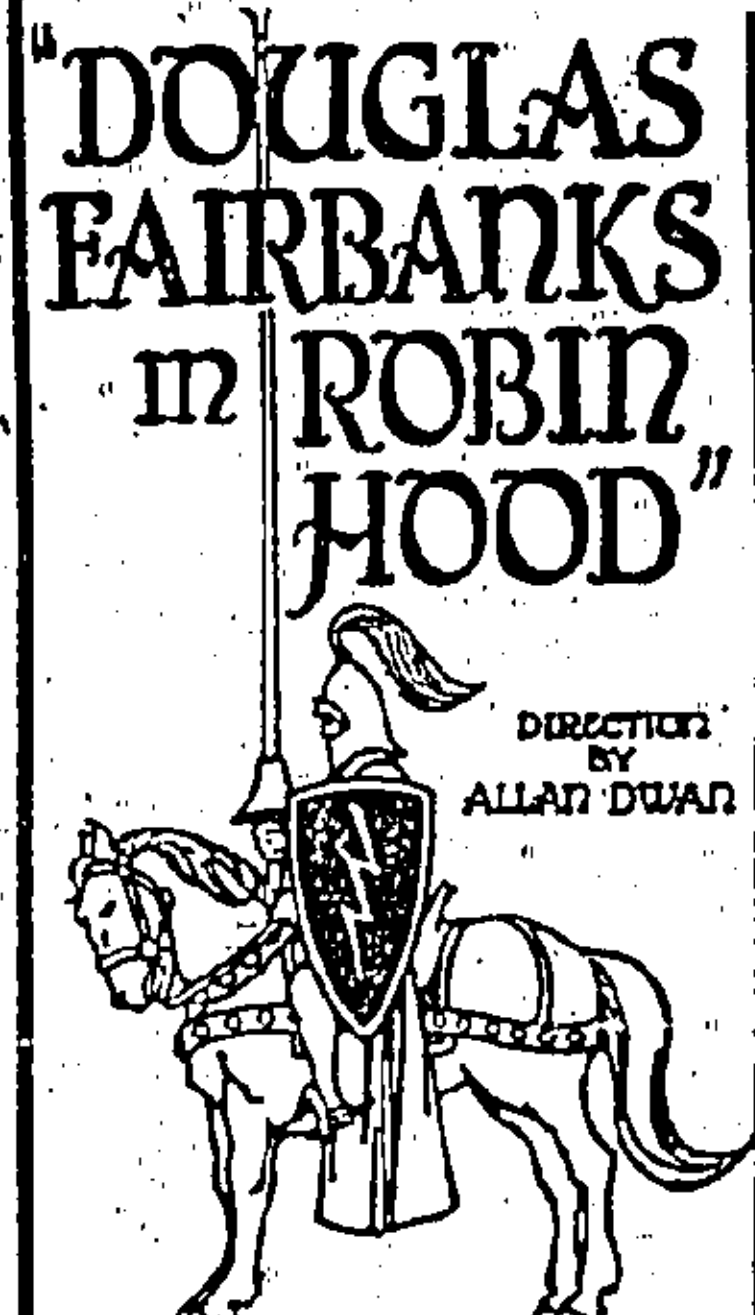
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REORGANISATION OF CHINA'S CULTURE.

A HEADMASTER'S
SUGGESTIONS.

THE OLD 10TH CENTURY
METHODS MUST GO.

HOW TO COMBINE EAST AND
WEST METHODS.

At the Wah Yan College prize-
giving—a report of which appears
elsewhere in our issue—the Head-
master, Mr. Lim Hoy San, in the
course of his address, made some
interesting comments on the difficul-
ties arising in Chinese schools dur-
ing this transition period between
Chinese and Western methods of
education.

The Headmaster in dealing with
this subject said:
A few of our Matriculation and
Senior Local boys failed in Eng-
lish; many failed as a result of the
new regulations governing the Ma-
thematics section; but Chinese was
responsible for most of the failures.
Chinese will continue to be a
stumbling block to those who wish
to join the local university, if the
Chinese elementary schools in Hong
Kong persist in trying to meet 20th
century requirements with results
obtained through the application
of 10th century methods.

Stuffing the Mind with Classics.

The old system of Chinese educa-
tion was to stuff a student's mind
with information, especially with
the classics. This antiquated system
started with the assumption that
the major purpose of childhood
was to prepare for adulthood. The
study of the classics was regarded
as sacrosanct, inviolable, and un-
changeable. Childhood any youth
were spent in memorizing literary
compositions, which were very often
unexplained and but vaguely un-
derstood by the teachers themselves.
The old educators forgot that the
human mind automatically elimi-
nates everything that is not used,
and that textbook information has
no special immunity but goes the
way of all unused mental lumber.
They assumed that what was good
enough for the 10th century would
be good enough for the 20th. They
did not know, or refused to know,
that the world was rapidly chang-
ing and that information relative
to the world would have corres-
pondingly to change, if it was to
be of any use.

Virtue of the Four Books.

For centuries Chinese scholars
have taught nothing but the wisdom
of the ancients. This cannot, in
the very nature of things, go on
indefinitely. I do not wish to dis-
courage, in any way, the study of
the "Four Books," which belongs
to those works which are far above
criticism, and which are apprehended
not so much by the intelligence
as by the spirit. One cannot find
a single coarse sentiment expressed
in the "Four Books," and that is
more than one can say of other
famous world classics. More than
any other single factor it has hel-
ped to preserve Chinese unity, cul-
ture, and civilization to the present
day, while other contemporary cul-
tures, continental in scope, have
vanished so utterly that they do
not survive even in the long me-
mory of vague legend.
I strongly deprecate the enormous
amount of time spent in memoriz-
ing the "Four Books" and other
Chinese classics. Modern education
deals with every branch of human
knowledge. When so much time is
taken up by the classics, there is
very little left for the study of
anything else. Everybody who has
anything to do with education in
China knows that the average Chi-
nese boy of twenty has a very small
fund of general information and is
at a great disadvantage when com-
pared with a European or Ameri-
can boy of the same age.

Modern Ways.

Modern education has assumed in
these times a special character
which the Chinese cannot ignore.
While proposing, as the chief end
it has in view, the information and
the judgment of the pupil as well
as the development of his habits
and character, it gives less impor-
tance than it formerly did to the
cultivation of the memory. It
makes use chiefly of methods cal-
culated to exercise the understand-
ing, to lead the student to reflect
and reason upon facts, and to leave
the domain of words to enter upon
that of ideas.

The leading Chinese educationists
are now faced with the difficulty
of finding a solution to a very com-
plicated problem. They have to de-
cide whether the Chinese students
of the future should be bilingual
or the Chinese language should be
made a less refractory medium
through which to give instruction
in all the modern sciences. At pre-
sent a Chinese boy is greatly handi-
capped by having not only to study
his own language, which is the har-
dest in the world, but also to mas-
ter a foreign tongue through which
he has to make his acquaintance
with modern sciences.

Combine Old and New.

It is a matter of considerable
importance that the educationists
should arrive at a decision soon.
The very self-respect of the country
is threatened. The exigencies of
the time and the peculiar aberrations
that always follow in the wake
of civil wars and revolutions are
responsible for many bizarre sug-
gestions offered as remedies. For-
tunately for the culture of the
Chinese, sterner and wiser minds
have prevailed. Men of vision re-
alise that the salvation of China
lies not in a total break with the
past (for no nation can afford to
discard its cultural tradition), but
in the re-organization of its educa-
tional system along modern scien-
tific lines. These men, while re-
spectful of dead yesterday, are yet
able to understand invisible to-
morrow. Their belief in the China
of the past has become transformed
into mere filial affection and re-
spect. They realise that such a
China can never live again in the
world of to-day, and they recognise
the futility of resistance to the
march of progress, no matter in
that high-sounding patriotic ver-
biage that resistance may be clothed.
May some one be found among
them who will breathe into modern
Chinese literature a swift, strong
spirit that will bear it triumphantly
into regions where it has never
ventured before!
Throughout the Orient an old
social order is challenged by a new
economic order that has been born
of the marriage of science and tech-
nology. The great creative periods
of history have been those in which
men became aware of the tension
between an old and a new order
and sought to effect a merger of
the best features of the old and the
new. Nowhere in the world does
this tension between an old social
order and a new economic order
promise developments more in-
teresting to watch than in China.
It is the duty of schools, colleges,
and universities to see that those
developments are on the right
lines.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By
PUBLIC AUCTION,

ON
THURSDAY, MAR. 20,
COMMENCING AT 11 A.M.

AT THE PREMISES OF THE
**TAIKOO SUGAR REFINING
Co., Ltd., QUARRY BAY.**

**A LARGE QUANTITY OF
REFINERY STORES**

Comprising—

Plate Bending Roll Mill, Drilling
Machines, Lathes, Borelling Machines,
Sawing Machines, Empty Jars,
Scrap Brass Bushes, Brass Turnings,
Oil Filter Press Cloths, Hessian Bale
Covers, Platform Scales, Scrap Iron,
Broken Empty Bottles, Calcium
Chloride, Special Graphitum Paste,
Fumour Paint, Marine Gruesse,
Asbestos Agal Paint, Pabco Paint,
Sisalose White Enamel, Salamander
Oil, Colza Oil, Hoist Brakes, BB
Cent. Machine Brakes, Porcelain
Insulators, Rubber Rings, Wathour
Motors, Bolts and Nuts, Iron Cottor
Pins, Dies, Block Files, Wood Blocks,
Iron Washers, Iron Studs for
Insulators, etc., etc.

On View From WEDNESDAY,
the 19th MARCH, 1930.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By
PUBLIC AUCTION

ON
TUESDAY, MARCH 25,
COMMENCING AT 10.30 A.M.

AT THE LAUNCHING INSTALLA-
TION OF THE STANDARD OIL
COMPANY OF NEW YORK

**A QUANTITY OF STORE-
HOUSE MATERIAL**

Comprising—

Bolts and Nuts, Welding Outfit,
Extension Joints, Packing, Key &
Wedge for Pipe Tongs, Iron Pipe
Vents, Generator with Switchboard,
Brass Pipe, etc., etc.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

BY ORDER OF THE
MORTGAGEES.

PUBLIC AUCTION
of the following
**VALUABLE LEASEHOLD
PROPERTIES**

Situate in the Colony of Hong Kong.

FIRSTLY.—All that Piece or Parcel of
Ground situate at Victoria, Hong
Kong, and Registered in the LAND
OFFICE as SECTION 2 OF SECTION
A OF MARINE LOT No. 4.
Together with the Messuage Erec-
tions and Buildings thereon known
as No. 172, QUEEN'S ROAD
EAST. Area: about 805.12 Square
Feet. Proportion of Annual Crown
Rent: \$13.70.

SECONDLY.—All that Piece or Parcel of
Ground situate at or near CHEUNG
SHA WAI, Kowloon, and Re-
gistered in the LAND OFFICE as
NEW KOWLOON INLAND
LOT No. 60. Together with all the
Messuages Erections and Buildings
thereon. Area: 9,375 Square Feet.
Annual Crown Rent: \$32.00.

TO BE SOLD IN

TWO LOTS

BY
PUBLIC AUCTION

ON
THURSDAY,
the 27th DAY OF MARCH, 1930,

At 3 O'CLOCK P.M.

By
Messrs. LAMBERT BROS.,
AT THEIR
AUCTION ROOMS,
DUDELL STREET, VICTORIA,
HONG KONG.

For Further Particulars and Condi-
tions of Sale
Apply to:
**Messrs. JOHNSON, STOKES AND
MASTER.**

PRINCE'S BUILDINGS, HONG KONG.
Solicitors for the Vendors,
or to
Messrs. LAMBERT BROS.,
The Auctioneers,
Hong Kong, 12th Mar., 1930. [9152

Want a Good Tiffin
in Town?

Come to the

PRINCE'S CAFE
(Next to A.P.C. BUILDING)

To-day's Tiffin—\$1.00

Prince's Fruit Cocktail

Tomato Soup

Lobster Salad & Mayonnaise

Mince and Poached Egg

Fricassee of Ox-tripe

Chicken a la Maryland

Roast Leg of Mutton, Mint Sauce

Apple Tart

Cheese

Dessert

Tea or Coffee

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By

PUBLIC AUCTION

ON

SATURDAY, MARCH 22,
COMMENCING AT 11 A.M.

At GODOWN No. 47,
**THE HONG KONG & KOWLOON
WHARF & GODOWN CO., LTD.,
KOWLOON.**

**A QUANTITY OF MISCEL-
LANEOUS GOODS**

Comprising—

Bar Ends, Square Bars, Round Iron
Flat Iron, Wire Shorts, Angle Iron,
Plates, T Iron, Tobacco, etc.

and

**A QUANTITY OF CHINESE
PROVISIONS**

Including—

Starch, Peanuts, Rice, Sugar, Lily
Flower, Flat Fish, Dates, Bean Sticks,
Oysters, Lily Root, Tea, etc.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.



MADE IN ENGLAND.
ON THE WELLS-SOUTHCORBE PATENTED PROCESS
TO INCREASE "OILINESS"
There is a grade of "Germ" Oil for every Automobile.
Sole Agents:
W. R. LOXLEY & Co.,
Manufacturers: HENRY WELLS OIL Co., Ltd., London, S.W. 1.

STANDARD BRAND WHISKIES

FROM OUR OLD STOCK ARE
BEING DISPOSED OF AT THE

OLD PRICES

BUY YOUR REQUIREMENTS EARLY

THE WING ON CO., LTD.

HONGKAY SMOKELESS EGGS COAL

FOR
HOUSEHOLD USE.
KEEP THE HOUSE CLEAN AND NEAT!

NOTE CHEAP PRICES:-

In lots of not less than half-ton; delivered to:-

Peak District (above Bowen Road) ...	Per Ton
Bowen Road and Lower Levels ...	\$23.00
Pokfulum Road ...	\$21.00
Kowloon ...	\$23.00
Kowloon ...	\$19.00

Orders should be sent in writing, not by Telephone, at least 24 hours before the coal is required, and orders must be accompanied by cash, cheque, or remittance order payable to SZE WAI & CO.

Please apply for prices of other descriptions of coal for bunker, factory, and other purposes.

TELEPHONE No. C 5009.

SZE WAI & CO.

42, BONHAM STRAND WEST HONG KONG.
(CANTON BRANCH:-SZE WAI & CO., LOK YU SUM ROAD, CANTON, PHONE No. 1355G)

ROUND THE COURTS.

\$25,000 FINE OR TWELVE MONTHS.

The case in which a Chinese woman was charged with possession of 410 taels of illicit opium, found by Revenue Officer concealed in the hollow panel of a window of No. 65 Pokfulum Road, was concluded at Central Magistracy yesterday.

Mr. R. E. Lindsell, who heard the case, expressed himself satisfied that the defendant was the principal tenant of the house. At an earlier hearing, the prosecution stated that the woman had admitted when the opium was found that she was the principal tenant, but this was denied in Court and an adjournment was granted for the rent collector to be called. The rent collector stated, however, that the house was rented by a man and that the rent was paid by a woman, whom he could not recognise.

Mr. Horace Lo submitted that the case was not proved, but the Magistrate pointed out that the woman had not shaken the evidence of Revenue Officer Grimmit. A fine of \$25,000 or in default 12 months' imprisonment was passed by his Worship.

NO TOBACCO FOR CONVICTS.

A fine of \$50 was imposed by Mr. A. W. G. Grantham on Li Fuk, a trade instructor at the Victoria Gaol, for smuggling tobacco into the jail. The tobacco was discovered by Warden Tucker when accused was searched on entering the jail at 7.15 a.m. on Tuesday.

"OLO CUSTOM" NO EXCUSE FOR CRUELTY.

Charges of cruelty to fowls were preferred against three stall holders of the Mongkok market, the cases being heard by Mr. Whyte-Smith at the Kowloon Magistracy yesterday.

Mr. J. M. Remedios appeared on behalf of two of the defendants. Evidence was given in the first case that defendant tied together the wings and legs of a chicken. The chicken was then weighed.

Mr. Remedios submitted that this practice had been employed by the Chinese from time immemorial and unless a definite ruling was made by those in authority, the defendants should not be accused of cruelty. His Worship decided, however, that tying the wings was quite unnecessary and imposed a fine of \$10.

The defendant in the second case was charged with suspending a goose by the legs which had been previously tied. Defendant was not in Court and had his bail of \$50 forfeited.

Defendant in the third case was charged with weighing three chickens at once, having suspended them by tying their legs. His Worship discharged this defendant and warned him against weighing more than one chicken at a time.

In the course of proceedings, Inspector Fowler of the S.P.C.A. suggested that the best way of weighing fowls was to place them in a basket. The legs could be tied to stop the chickens from escaping, but no pain would then be inflicted.

U.S. TREND TOWARDS HIGH TARIFFS.

RECONSIDERATION OF SUGAR TAXES DEFEATED IN THE SENATE.

[UNITED PRESS.]

Washington, March 13.—By a vote of 47 to 33, the Senate, to-day, rejected the Nye motion to reconsider the Cuban and world sugar tariffs.

This action proved discouraging to the Democratic Western Republican Coalition which has been endeavouring to prevent passage by the House of high rates on sugar and other commodities, and caused many to forecast similar tariffs on lumber and hides, and presently on petroleum as well.

The Senate had entered unanimous consent to the holding of to-day's vote on sugar tariffs, although there was a movement for greater delay in order to allow an attempt to prove undue pressure as a "lobbyist" by Heber Grant, President of the Mormon Church and interested largely in domestic beet sugar.

On another vote to-day, the Senate defeated Senator Nye's motion to reconsider a recent vote imposing a tariff of six cents a hundred pounds on cement.

The general trend, therefore, is setting toward the conservative high-tariff point of view, despite frantic objections by both the Democrats and the Farm State Republicans. The latter oppose their Eastern colleagues on the ground that a high tariff means more money out of the farmer's pocket for the commodities which are necessary to him, more than offsetting any possible tariff benefits he may receive on the goods he himself produces.

WEEK-END TICKET SCANDAL.

ORGANISED TRAFFIC IN UNDESIRABLE WOMEN.

PASSPORT FARCE.

Remarkable evidence is published in London of the manner in which the alien immigration regulations imposed by the Home Office are flagrantly broken week by week at Tilbury and the Channel ports.

Undesirable women and girls who would never pass the aliens officers at the ports if they travelled under their real identity are regularly entering England without hindrance.

A well-organised, highly remunerative traffic has grown up for bringing these women to England. They come in as British subjects by means of the return halves of week-end tickets issued from London to the ports of northern France.

Once in England they never report to the police as aliens are supposed to do.

How the traffic is carried on is explained in the following confession of a young man who in one year made more than twenty journeys to France to bring girls back. The name of the informant cannot be printed, for obvious reasons, but from exhaustive inquiries made it appears that his statements are correct.

Without Passports.

"I would guarantee to bring any girl from France into England without a passport or identity papers," he said. "It is as simple as anything once you know the way and can carry it through."

"The financial return is excellent, for these girls will pay anything from £10 to £20 in addition to expenses—to get to London without question."

"The secret lies in the week-end tickets which are issued by the railways to British subjects between London and the French ports. These tickets are supposed to be signed by the persons to whom they are sold, and some sort of identity, queer-looking building, devices that an addressed letter is enough for this purpose."

"It is essential that the man who is going over to meet a girl must have a passport of his own; otherwise the whole scheme would break down."

How It Was Done.

"I was working for a firm with offices in Regent-street when the business was suggested to me by another man in the firm, and for more than a year we carried it on, until I thought better of it and gave up the whole thing."

"We used to get the names of the girls we had to meet and the address where we were to pick them up from agents on the other side. Usually we would travel by way of Tilbury and Dunkirk."

"In London we would buy week-end tickets for Dunkirk. We did not fill in our names; if we had to do so at any stage of the outward journey we had means of obliterating the name and address afterwards."

Stamped Tickets.

"When we landed at the port of entry in France the ticket would be stamped, and that stamp was all that was essential for the return journey."

"Then we would meet the girls. I have picked them up in Paris, Lille, and all the French Channel ports."

"I would then fill in my ticket with the name of an English girl. Any name would do, with an address in London to which a letter had been previously sent in that name by us."

"The ticket and the letter would be handed to the girl, and we would see her in the boat for England on the Sunday or Monday. We ourselves would travel back on ordinary single tickets, using our proper passports at the English port of arrival."

Only One Turned Back.

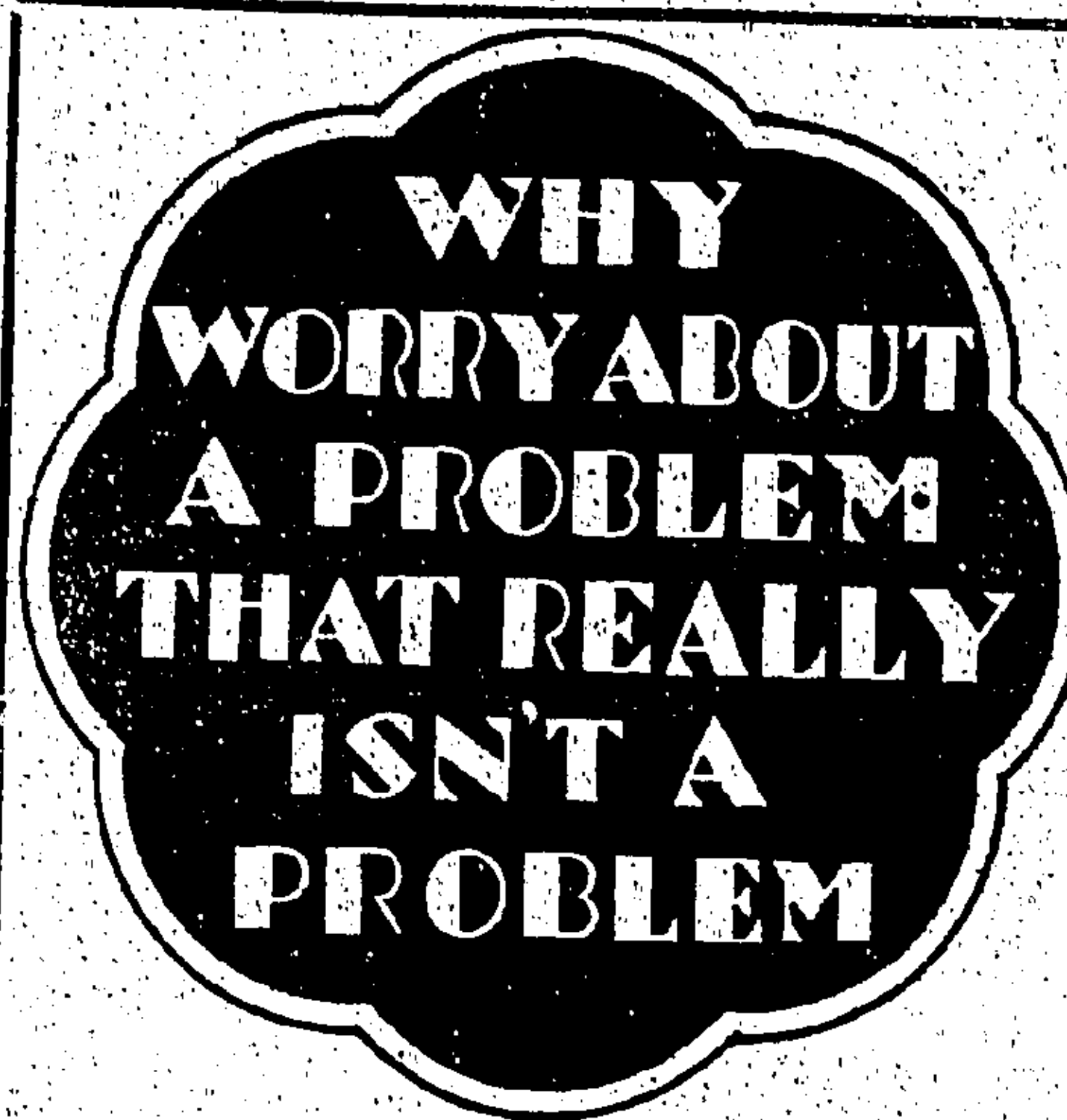
"Sometimes we would travel back in the same boat as the girls, but if we did we would never be with them. On other occasions, to break the regularity, we would take train to a different French port and return from there."

"On only one occasion did I know girls to be turned back because suspicions were aroused."

"Several of the girls we 'ferried' across in this way could scarcely speak any English. I have sat with a girl for an hour in a French hotel schooling her in how to speak her supposed name and address in English."

"All these girls had other girls or men in England to whom they could go when they reached London. In many instances flats had been taken for them."

Woman giving evidence at Greenwich of having been knocked down by a motor-cycle. I thought I was under an omnibus, and I said to myself, 'Hallo! Lights out; goodbye!'



YOU CAN ALWAYS BE SURE
OF SOMETHING NEW FOR
YOUR TEA PARTY
IF YOU LEAVE IT TO

LANE, CRAWFORD'S

TO SEND UP SOME
OF THEIR

**DAINTY DESSERT
BISCUITS.**

NEW VARIETIES AND FRESHLY
MADE EVERY MORNING.

\$1.00 and \$1.50 per lb.

CLASSIFIED ADVERTISEMENTS.

HOUSES TO LET

FURNISHED HOUSE.—Peaceful Situation, Sleep, Central, Every Modern Convenience, Gardens, Tennis Court, Bathing Machine, Why Live Noisy Locality.—Box No. 6044, c/o Hong Kong Daily Press. [604]

TO LET.—Corner 4-Roomed FLATS at No. 11A, CAMERON ROAD, Kowloon. Modern Conveniences. Moderate Rent. Available 1st APRIL. Apply Mr. P. C. KWONG, c/o Mr. H. M. NEMAN'S Office Prince's Building, Tel. Q. 930. [603]

TO LET.—Furnished FLAT of 3 Rooms in Central Locality with Lift and All Modern Conveniences. Kitchen and Servants' Quarters. Write Box No. 599, c/o Hong Kong Daily Press. [599]

TO LET.—MANION FLAT in CHURCH, Excellent Situation Opposite Cricket Ground and Within Three Minutes of First-Class Preparatory Schools. Twenty Minutes from West End by Bus. Five Rooms with Kitchen, etc. Newly and Attractively Furnished. Night and Day Porters. Rent, £100 A Year. Purchase of Furniture necessary, £240. For further particulars apply Box No. 9111, c/o Hong Kong Daily Press. [9111]

POSITIONS WANTED.

CHINESE Seeks Position as OUT-DOOR SALESMAN with Eight Years Experience in Electrical Supplies. Willing to start on Commission Only.—Please apply to Box 611, c/o Hong Kong Daily Press. [611]

THREE AMAHS.—Mrs. R. T. BARRETT, who is leaving APRIL 15th for home, wishes to recommend her three Amahs (bake, cook and wash). All over two years service. Write Box 9137, c/o Hong Kong Daily Press. [9137]

FOR SALE.

FOR SALE ANTIQUE CURIOS AND PAINTINGS. —For particulars and inspection. Apply to Mr. T. K. CHUI, 3rd Floor, 189, Des Voeux Road West. [9173]

MORRIS-COWLEY. Four-Seater. —Owner, buying Larger Car, wishes to dispose of excellent machine in first class order. Tyres in good condition, with brand-new spare wheel. Trial run can be arranged at any time on application to Mr. DUDSON, Motor Garage, Nathan Road (Telephone: Kowloon 655). [655]

PRAY. Marmet Make. Excellent Condition.—\$40.—YOUNG, TEL. PRAY 205. [9167]

GODOWN TO LET.

A GODOWN at WHITFIELD ROAD, About 2,600 Square Feet Next to Kwong Sang Hong Glass Factory. —Please apply KWONG SANG HONG, Ltd. [6001]

WANTED.

WANTED.—A Full Time or Part Time TEACHER to teach Matriculation Class, English or Mathematics.—Apply, stating Qualification and Salary required, to Box No. 62, c/o Hong Kong Daily Press. [612]

WANTED a Second-hand MOTOR CAR (Four Seater). Must be Cheap and in Good Condition.—Please send particulars to Box 9182, c/o Hong Kong Daily Press. [9182]

WANTED TO BUY Second-hand "TERRY" SADDLE in Good Condition, Medium Size, for Motorcycle. —State particulars and price to Box No. 9184, c/o Hong Kong Daily Press. [9184]

TUITION GIVEN.

DECOUDAR'S LANGUAGE SCHOOL for adults, 17, Queen's Road Central. Tuition French, English, German, Italian, Russian, Dutch, Cantonese, Hindustani, Spanish, Portuguese, Mathematics, Book keeping, Commercial Translations, etc. [613]

MISS de Couder's FRENCH DANCING ACADEMY and MUSIC SCHOOL 17, Queen's Road (Teacher Royal House, member of International Society Artists). LATEST steps, ball-room, Dances. Six-eight, Skaters, Waltz, Blues, French and Argentine Tango. Special rates Service Men. [614]

EUROPEAN LADY TEACHER. —Many Years Experience, teaches: European-children and Grown-ups in their Homes or Privately. Subjects—English, Spanish, German, Music.—Write to 339, KENNEDY ROAD, Wanchai. [610]

PRIVATE TUITION in PITMAN'S Shorthand (Elementary Theory and Speed) Progressive Method. Reasonable Terms. Experienced Lady Teacher.—Box No. 608, c/o Hong Kong Daily Press. [608]

APARTMENT WANTED.

WANTED.—ROOM with Part Board; HARRY VALLEY or CAUSEWAY Bay District.—Apply Box 9130, c/o Hong Kong Daily Press. [9130]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:-

SITUATIONS VACANT.

HOUSES AND APARTMENTS WANTED.

HOUSES AND APARTMENTS TO BE LET.

MISCELLANEOUS WANTS.

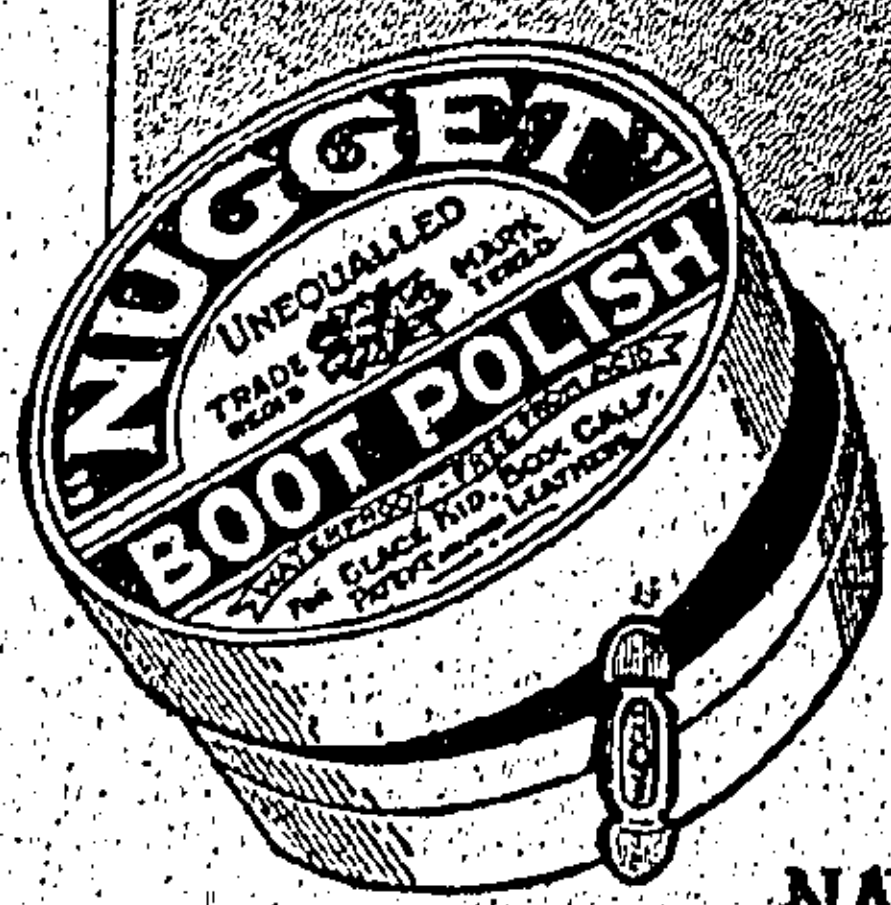
When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

THIS FORM MAY BE USED.	
Please insert.....times. Signature..... Enclosed.....in payment. Address.....	

Address:—The ADVERTISEMENT MANAGER, "Hongkong Daily Press," 11, Ice House Street, or P.O. Box 1.



"MUGGET keeps the sailor bright through all the 'watches' of the night."

USED IN THE
NAVIES OF THE WORLD



For the Wet Season

Light weight waterproofs in all sizes and various colours.

\$21.00 \$39.50 \$45.00

Less 10% discount for cash.

ALL NEW STOCKS—EVERY COAT GUARANTEED.

Mackintosh's

Hear

GLORIA SWANSON

sing

"Love" (Your magic spell is everywhere)

Theme song from

The United Artists Picture

"THE TRESPASSER"

(Now showing at the Queen's Theatre)

Victor Record No. 22079.

Also recorded by

Arden-Ohman Orchestra

Victor Record 22114.

S. Moutrie & Co., Ltd.

(Victor Distributors)
Chater Road.

FRIGIDAIRE

PRODUCT OF GENERAL MOTORS

Call and inspect the New Models in our Showroom



Consider these new Frigidaire features

- 1.—So incredibly quiet you don't hear it start, stop or run.
- 2.—Complete simplicity . . . plug it into a convenient electric outlet and forget it.
- 3.—Easily portable . . . can be moved anywhere.
- 4.—Mechanism completely concealed.
- 5.—COLD CONTROL . . . offered only on Frigidaire.

DODWELL & CO., LTD.

Sole Distributors for Hong Kong and S. China

Queen's Building

Tel. C. 1030.

NEW YORK MAGISTRATE REMOVED.

SCATHING INDICTMENT BY BAR ASSOCIATION.

[UNITED PRESS.]

New York, March 13.—New York's greatest bar scandal in decades came to a sensational culmination to-day when the Appellate Division of the Supreme Court decided that a magistrate, Albert H. Vitale, was unfit for the bench. The magistrate had been accused of perverting justice, of corruption and of misuse of his office as a result of revelations last autumn by Representative F. H. LaGuardia to the effect that Vitale had received a substantial loan from the late Arnold Rothstein, New York gambler and "racketeer."

Scathing Charges.

Formal charges of the most scathing description, filed by fellow attorneys of the Bar Association after the association's investigation into the case, declared the magistrate to be a faithless public servant and, on February 15, he was ordered by Presiding Justice Victor J. Dowling to show cause why he should not be removed from the bench.

Evidence presented to Justice Dowling by Kenneth M. Spence, chairman of the investigating committee, who acted as Vitale's prosecutor along with George Z. Medalle, another committee member, indicated that Vitale received through the offices of the late Leonard Sulkin, an attorney, a loan of \$2,820,000 from Rothstein.

When he received this money, for the purpose of covering his margins in Banco d'Italia stock in July, 1928, Vitale "well knew that Rothstein was a person of evil fame and reputation and a notorious common gambler and that acceptance of the loan would place him under financial and moral obligation to Rothstein," according to the Bar Association's charges.

In summing up the whole transaction the Bar Association, using language of almost unprecedented strength, stated:

"The loan was not procured in the ordinary course of business, as the respondent (Vitale) well knew. The respondent improperly and wilfully used the prestige, power and influence of his office to procure said loan, and his conduct in accepting it, as the respondent well knew, was in reckless disregard of the honor and dignity of his office, and his conduct tended to impair, and did impair public confidence in the integrity of criminal justice."

Alleged Evidence Suppression.

A second charge dealt with the case of Charles Fawcett, brought before him on August 8, 1929, on a charge of having stolen \$79,31 from the till of Joseph Harth, a Bronx shopkeeper. Vitale dismissed the charge, but subsequently ordered the money to be returned to Harth.

The Bar Association declared that the return of the money was to prevent dissatisfaction on the part of Harth and to prevent the latter from taking further proceedings, alleging "wilful and corrupt suppression of evidence" in the case. In today's decision by the Appellate Division, it was shown that the evidence proved that Vitale entered office poor, and now owns property valued at \$8100,000.

The case has rocked New York for months past, providing sensation after sensation and developing political ramifications of wide consequence. The unsolved mystery of the murder of Rothstein has already caused a considerable political turn-over, bringing the present police commissioner, Grover Whalen, into office and now endangering him in turn.

Indications are that the Vitale affair will have a great influence upon the next municipal election.

PRISON SENSATION IN NEW JERSEY.

LIFE PRISONER WHO RAN AMOK.

[UNITED PRESS.]

Trenton, N.J., March 13.—Rioting broke out in the New Jersey State prison here to-day as a prison guard, Frank Butcher, and a "life" or prisoner under sentence of life imprisonment, Charles Evans, were killed and two guards were wounded.

All available city police were summoned. At 8 o'clock this evening the principal prison keeper, a Mr. Stone, announced that the riot had been quelled.

Authorities denied that there had been "real rioting," explaining that the "life" Evans had "run amok" while convicts in their cells had shouted and created excitement.

There have been five savage convict rebellions in major American prisons within the past half-year, the last being on December 11 at Auburn penitentiary, New York. Another riot occurred at Auburn some months before. Total destruction of property amounted to \$1,000,000.

GREEN ISLAND CEMENT CO.

INCREASED PROFIT OF \$89,000.

HIGH STANDARD OF THE PRODUCT.

Mr. C. A. da Roza (Chairman) presided at the shareholders' annual meeting yesterday of the Green Island Cement Co., when a satisfactory report of last year's working and of the Company's prospects for the future was presented. Profits were up by \$89,000 and the high quality of the cement produced enabled them compete successfully in every market open to them.

THE CHAIRMAN'S SPEECH.

The Chairman addressed the meeting as follows:—After providing for depreciation in the sum of \$73,730.67, the profits for the year amount to \$227,097.02 being an improvement compared with the figures for the year 1928, of a little over \$89,000. In the opinion of the Board, the result may be regarded as satisfactory having in mind the severe competition experienced in all our markets during the period under review, a factor which has necessarily affected our profits adversely. Generally speaking it has been a difficult period of receding prices intensified by our own problem of keeping down production costs which, in the operation of a plant long past its period of economical production, tend to rise continually. Including the balance of \$9,995.61 brought forward from the previous account, there is a balance available of \$233,999.63 which the Directors recommend should be appropriated in the payment of a dividend of 30 cents per share on the old shares and 4 cents per share on the new shares absorbing \$136,000 and to carry forward the balance of \$100,999.63 to a new account, and in this connection a resolution will be submitted to you.

Macao Works.

It was stated from the chair at the last annual meeting that it was not the intention of the Board to spend further capital in Macao, and in the circumstances I think I should explain that the item of \$145,404.16 since expended at these works cover the cost and erection of a grinding mill, which was ordered in 1928, but only delivered last year, and also for the completion of the works. Whilst on this subject I am pleased to inform you that our consulting engineer considers our Macao works, which now consists of four (4) vertical kilns of the very latest type, to be an excellently equipped factory, and, I may add, it has been of material benefit to us.

New Plant.

Our Hok Un Works, as they stand to-day, do not naturally meet with his approval, the kilns and machinery there being of a type long since discarded, and if I may use the term very fatigued. Great credit is, therefore, due to our Works Manager and his staff for the continual production of a high grade cement which passes by a large margin the British Standard Specification for Portland Cement and which is equal, if not better, than any imported cement produced under modern methods. The replacement of our technical staff in regard to old machinery, will, however, soon be removed for as you have been informed at the extraordinary general meeting held on the 5th February last we have purchased from Messrs. Vickers, Armstrongs, Ltd., an entirely new plant, which we hope will be in operation before the middle of next year. The kilns, machinery, etc., for the new plant will all be of the very latest design and of British workmanship throughout. With the new plant installed and operating, we shall be able to market our product at rates enabling us to compete successfully in every market open to us. The whole plant will be electrically driven and in this connection I would like to mention that we have entered into a very favourable contract with our friends the China Light & Power Co. (1918) Ltd., for the supply of electrical energy. Your Board, however, realising that it may possibly be more economical, for this Company to generate its own electricity, some time in the future, have entered into this contract for a period of only five years, after which period the whole situation *vis-à-vis* electrical energy will again be reviewed.

Deep Water Bay Property.

The Board have been considerably exercised in their minds as to what to do with your Deep Water Bay property in connection with which they had intended call for tenders for the purchase of the works either as a going concern, or for the buildings and machinery to one purchaser, and the land to another. The property is, however, held on a lease from the Government, the terms of which restrict a free and prompt realization thereof, but negotiations will be continued with the view of obtaining the best solution possible, but whatever may be the ultimate result of such negotiations, in view of the decision to cease the manufacture of bricks and tiles, etc., it is proposed to sell the buildings, machinery, stocks, etc. Your Board have not reached this decision without reviewing the whole situation most carefully in which the enormous loss suffered by the Company since the inception of the works in 1926 and the apparent impossibility of this section of the Company's business being successful in the future, carried due weight. These losses amount to \$470,960.30 and we think it will be generally agreed that what we propose doing is in the best interests of the Company.

The only important change in the Company's balance sheet is the item Fixed Deposit \$400,000 which does not figure in the assets at December 31, 1929. This sum was remitted to London at a very favourable rate, as initial payment on the signing of the contract with Vickers, Armstrongs, Ltd. It is hard at this stage to tell you exactly what the total cost of the new plant will be, but we do not anticipate it will cost us much more than \$270,000.00. A great deal, however, depends on the work in connection with the foundations, so the figure mentioned is naturally only an approximate one.

Prospects for Present Year.

I do not know if you expect me to say anything about the prospects for the present year on which the Board certainly do not care to prophesy, but it is obvious that the present level of exchange should assist our local business as much as our export business, but it is advisable to add, nevertheless, that we cannot make big profits with the existing obsolete plant at Hok Un.

In conclusion I would like to mention that during the year 1929, the Company's Chief Clerk at our Hok Un Works, Mr. P. F. C. Prata, who had been with the Company for the past 38 years retired on account of ill-health and your Board, anticipating your approval, granted him a pension of \$130 per month, a pension, which I am sure you will agree has been well earned by long and faithful service.

New Offices.

This is probably the last occasion on which the annual general meeting will be held in this building, for the Secretary and his staff in accordance with the decision of the recent extraordinary general meeting in reference to the General Managership, are moving at the end of this month to Exchange Building where suitable offices have been procured. I now formally propose that the Report of the Directors and Accounts for the year ended December 31, 1929, as presented, be adopted and that the allocation as recommended by your Directors be adopted namely:—

To pay a dividend of 30 cents per share on the old shares	\$120,000.00
To pay a dividend of 4 cents per share on the new shares	16,000.00
To carry forward to credit of next year's account	100,999.63
	\$236,999.63

and I shall be obliged if a shareholder will kindly second such proposal, after which I shall be pleased to reply to the best of my ability to any questions in connection with the report and accounts that shareholders may wish to ask.

The motion having been duly seconded by Mr. A. L. Shields, the report and accounts were unanimously adopted.

Other Business.

Mr. R. G. Sheehan and Sir Robert Ho Tung were re-elected directors on the proposal of Mr. N. V. L. Croucher, seconded by Mr. H. Dryer.

Messrs. Linstead & Davis and Messrs. Lowe, Bingham & Matthews were re-elected auditors on the proposal of Mr. G. C. Moxon, seconded by Mr. O. Kitchell.

Directors present were:—Mr. J. H. Taggart, Sir Robert Ho Tung, Messrs. J. Scott Harston, C. F. Mendham, C. A. da Roza (Chairman), Li Tse Fong, and Allen Keith (Secretary).

Shareholders present were:—Messrs. H. Dryer, A. G. Botelho, N. Bragg, Hon. Mr. J. P. Bragg, Messrs. G. C. Moxon, A. L. Mendes, Sui Kon Chi, O. Kitchell, H. Sadick, M. A. Figueiredo, F. E. Silva, C. E. Remedios, and N. V. L. Croucher.

THE "CHINA PROVIDENT."

OVERDRAFT REDUCED BY FOUR LAKHS.

REVIEW OF LAST YEAR'S BUSINESS.

Mr. C. A. da Roza, Chairman, at the 33rd ordinary annual meeting of shareholders of the China Provident Loan and Mortgage Co., Ltd., held yesterday in the Company's Board Room, gave a detailed report of the year's business. The net profit for the year amounted, he said, to \$70,530.10 which it was proposed to carry forward to the credit of the 1930 account, together with \$63,040.92 brought forward from 1929, leaving a balance of \$133,571.11 to credit of profit and loss account.

Supporting the Chairman were:—Sir Robert Ho Tung and Messrs. A. L. Alves, T. B. Wilson, S. M. Churn, P. M. Hodgson, N. V. L. Croucher, J. E. Taggart and the Hon. Mr. J. P. Bragg. Shareholders present were Mr. A. P. Samy and D. L. King (Secretary).

The Chairman addressed the meeting as follows:—Your Board has pursued its policy of liquidating loans made by the Company, and has disposed of property to the value of \$35,000 while shares have been realised to the extent of \$31,500. The sums derived from these transactions were sufficiently in excess of valuations to enable us to transfer the sum of \$30,992.58 from specific reserve for loans to general reserve account.

Further reductions in principal indebtedness were effected during the year by certain of our debtors, and credit has been taken for loan interest to the extent of \$14,685.13. Towards the end of the period under review your Board deemed it advisable to institute foreclosure proceedings in connection with certain property at Aberdeen, valued in 1928 at \$88,000 and in the accounts which are before you, this property has been transferred from loans to property account in which it appears at the above figure.

This transfer represents a large portion of the amount by which the sum involved in loans has been reduced during the year: the account standing at \$672,862.10, or some 273,000 less than at the close of 1928.

Our late General Managers further reduced their debt during the year, and it is most satisfactory to have to report that during the last few days, this account has been paid off in full.

Your Board will continue to avail itself of every opportunity of disposing of further securities for the reduction of our overdraft at the Bank.

The Company's Godowns.

I have already referred to the increase in our property account by the sum of \$98,000. A further sum of approximately \$24,000 has been placed to this account, representing expenditure on improvements and additions to our godowns—in particular to our Kennedy Town property where it was considered advisable to increase our storage capacity and consequent earning power.

Your Board has also approved the construction of two small single-story godowns on some vacant land in the same district, to meet the demand for special storage accommodation connected with our shipping business.

Sundry debtors, though slightly higher than at the close of 1929, have been reduced considerably early in the current year, and now stand at approximately \$35,000.

General Reserve Account has received a further credit during the year in the sum of \$11,950.93, which represents dividends declared by this Company for the years 1921 to 1924. These, being unclaimed, have been forfeited for the benefit of the Company. General Reserve Accounts now stand at \$723,547.38 and is, in the opinion of your Board more than sufficient to meet any contingencies that may arise.

Net Profit \$70,000.

I am pleased to report that our overdraft was reduced during the year by the sum of \$250,000, and that a further reduction of \$163,990 has been effected since the date of the balance sheet, making a total reduction since we last met of the substantial amount of \$413,990.

Turning to the profit and loss account, Gentlemen, you will note that the net profit for the year—\$70,530.10—compares favourably with that for the preceding two years in which our profits were approximately \$21,000 and \$41,000 respectively.

An increase in turnover and net profit in the shipping department has offset the temporary decrease in net earnings which was recorded in 1928, while both the gross and net godown earnings show an improvement in the year under review for which the staff is to be complimented, particularly in economies effected.

(Continued on next Column.)

THE WATER SUPPLY.

823 MILLION GALLONS ON ISLAND.

The total storage in the island reservoirs on the morning of Monday, March 17, amounted to 823.17 million gallons showing a decrease of 46.89 million gallons during the past week; the amount collected from streams being 1.13 million gallons.

The week's consumption amounted to 47.89 million gallons.

Kowloon Supply.

The total storage in the mainland reservoirs on the morning of Monday, March 17, amounted to 373.85 million gallons showing a decrease of 12.28 million gallons during the past week.

The week's consumption amounted to 23.40 million gallons, not including 1.52 million gallons supplied to water boats at Laichikong.

The yield from the Shing Mun River and streams during the week was 15.54 million gallons.

KOWLOON CITY MURDER.

MEDICAL EVIDENCE IN BUDDHIST PRIEST CASE.

The hearing of the case in which four Chinese are charged with the murder of Chung Hung Tian, a Buddhist priest at 3 Sha Po Road, was resumed yesterday at the Kowloon Magistracy.

Dr. J. E. Dovey, giving evidence, said that he examined the body of a male Chinese, age about 61, and found that the cause of death was asphyxia or suffocation. Witness extracted a piece of cloth from the mouth of deceased.

Dr. D. J. Valentine, said he found five small scratches on the back of second defendant's left hand, and a wound on the index finger of the right hand. The wound must have been considerably, and might have been caused by a broken cup, such as that shown to him in Court.

Chan Pui, a detective, said that with another Chinese officer, he arrested the first and fourth defendant outside Mongkok Theatre on February 17 at about 4 p.m. On the following day they again visited the Mongkok Theatre, in company with the fourth defendant and they arrested the second defendant after a struggle.

A sub-inspector stationed at the Kowloon City said that at about 4 p.m. on the day in question he went to 3 Sha Po Road, second floor, and found deceased dead on the floor. The body had a towel tied round the mouth and neck and the hands were fastened with wires and another towel.

The case is adjourned until 2.15 p.m. this afternoon.

The Exchange Again!

Interest on Mortgages and Overdraft, though some \$15,000 less than in the previous year, represents no less than 501 per cent. of the Company's net revenue for the year; an excessively heavy load to carry, and one which cannot show any appreciable reduction until local conditions improve sufficiently to enable us to realise the properties mortgaged to the Company. A complete liquidation of loan securities would afford us relief on interest account to the extent of some \$43,000 and I am pleased to inform you that the liquidation since the date of the balance sheet, previously referred to, has contributed some \$11,000 more to that end. During the first seven months of the year, earnings were well maintained, but the drop in exchange since then brought about a curtailment in imports of staple commodities which was inevitably reflected in our revenue towards the end of the year. No further decrease in volume of business has been shown this year so far, and the Company continues to receive a good share of the storage business offering.

Your godowns, Gentlemen, have been kept in an excellent state of repair, and all expenditure incurred in this connection has been met out of revenue. Since the report of the Directors was issued Mr. J. H. Taggart has been invited to a seat on the Board. I now beg to propose:—

"That the report and accounts for the year ended December 31, 1929, as presented, be adopted," and when this has been seconded, I shall be pleased to answer any questions that you may ask. The motion was seconded by Mr. J. H. Taggart and adopted unanimously. No question being asked.

OTHER BUSINESS.

Messrs. P. M. Hodgson and S. M. Churn were re-elected directors on the proposal of Mr. A. P. Samy, seconded by the Hon. Mr. J. P. Bragg.

Messrs. Linstead & Davis and Messrs. Percy Smith, Seth & Fleming were re-elected auditors to the Company for the year 1930 at a remuneration of \$1,200 each on the proposal of Mr. N. V. L. Croucher, seconded by the Chairman.

MR. VAN LEAR BLACK ARRIVES.

DELIGHTS OF AIR TRAVEL.
ROUND THE WORLD BY PLANE.

Mr. Van Lear Black, the American millionaire and flying enthusiast, arrived with his party by plane, from Hanoi yesterday at 4.30 p.m., two hours overdue.

During the afternoon a large crowd gathered at Kai Tak Aerodrome, where the plane was to land, and waited to greet the airman: among those present were Mr. J. J. Quist, the Consul-General for Holland.

No information had been received from Hanoi to say whether the airman had left and some concern was felt at his non-appearance. By 4 p.m. it was presumed that they had not started and a large number of the crowd left.

Shortly after, however, the plane was sighted coming over Hong Kong Island, and, entering the Aerodrome, she made a perfect landing. Mr. Black and his party, dressed in neat lounge suits and felt hats, stepped out of the plane and were met by Flying Officer A. G. Somerhaugh, R.A.F., the Adjutant of Kai Tak Aerodrome. The party then left by car, taking with them a surprising amount of luggage, for the Peninsula Hotel.

A Very Pleasant Trip.

Referring to the delay, Mr. Black said that they met adverse headwinds all the way from Hanoi. There was, however, a misunderstanding in the leaving hour. Actually, the party left Hanoi at 10 a.m. as scheduled, but no allowance was made in Hong Kong for the difference in the reckoning, 10 a.m. at Hanoi being 11 a.m. at Hong Kong.

The plane functioned perfectly throughout the 400 mile flight and a very pleasant trip was enjoyed. The scenery on the way up being exceptionally beautiful. The weather throughout was good and the party were able to see the country over which they were passing.

Mr. Black set out on his world tour some considerable time ago, but the flight came to an abrupt end at Calcutta where they encountered a storm and the plane was completely wrecked. In consequence of which the party were obliged to return to London. However, a second attempt was made and the present travellers left London on February 6, and are keeping well up to their schedule. The flight is not an attempt to set up a record of any kind, but to be of the sort practicable to any owner of a flying machine. The cities at which they have touched on their outward flight are: London, Paris, Seville, Marseilles, Tunis, Algiers, Cairo, Jerusalem, Baghdad, Karachi, Delhi, Calcutta, Bangkok and Hanoi.

They will leave Hong Kong early on Saturday morning for Shanghai and from thence go to Japan. No attempt will be made to fly the Pacific but the journey will be continued by boat to Los Angeles and then by plane again to Baltimore.

Over the Imperial Air Route.

Mr. Black was asked his opinion of the countries and cities where he had stopped on his outward flight, as these ports would most likely constitute the air-ports of the proposed Imperial Airway. Route to China. Mr. Black said that there were no obstacles to speak of, but generally, he found that the aerodromes were small and inefficient. However, considerable progress was being made, and throughout his journey he and his party had been treated most hospitably. The journey was from London was very lovely and he credited that the air route would be a most popular one. That, in fact, was one of the ideas of the flight: to show that it was possible to encircle the globe by air in safety.

Mr. Black stressed the need of a chain of efficient air stations. When such had been developed flights of this kind would be much easier. At present they have to carry, bare and many supplies which they should be able to pick up en route. The pilot, too, would be acquainted with the route and the facilities to be obtained all along. Their flight was an improvisation, and what was needed was a regular service with aeroplanes arriving and leaving every day, instead of occasional visitors, at long intervals.

Too much Water?

Mr. Scholtz, who was with Mr. Black, was interviewed by our representative. He is a pilot of great experience, having made several trips out to India and Batavia, and from London to South Africa. Mr. Scholtz is a Dutch airman and has flown extensively over Europe. His longest non-stop trip was from London to

ROBBERY ON A SAMPAN.

ATTACK ON DEFENCELESS WOMEN.
WHIPPING INCLUDED IN SENTENCE.

Four men stood their trial at the Criminal Sessions yesterday before the Puisne Judge (Mr. Justice Wood) and a jury, on a charge of robbery on board a sampan in the harbour last month. They denied the charge, which was that they took a jade bangle and 50 cents in money from the sampan woman, Lo Ngan, and a pair of gold bangles, a \$10 note and 67 cents in cash from her daughter, Ng Ka.

Outlining the case, Mr. H. K. Holmes (Crown Solicitor) said that the men hired the sampan with the pretext of boarding the s.s. Changto. When near the ship, however, the men frightened the woman and her daughter, who were forced to hand over their money and valuables, and ordered to steer in another direction. Passing the junk anchorage, the daughter shouted "save life," which attracted the attention of the people on the boats, who sent out two dinghies. The four men then jumped into the water, and the girl was either pushed or accidentally fell overboard. She was rescued and the men were also picked up.

The Crown Solicitor referred to various admissions made by the accused. Before the Magistrate they made the following statements:

Chung Kau: "I did snatch. I had no gun or other weapon."

Chang Cheung: "I did snatch. I did not push the girl overboard. She overbalanced herself. I was at the stern of the boat. I was the man who put my hand into her mouth. She bit my finger."

Wong Ping: "I did snatch. I was sitting down at the bow. Four of us were on board. We all stood on one side of the boat. There was a list. The girl overbalanced herself. We did not push her overboard."

Li Nani: "I did snatch. I was at the bow. The second defendant was at the stern. I was the man who removed all the bangles. I did not push the girl overboard. She overbalanced. The second defendant is the man who had his finger bitten."

A Deterrent Sentence.

After hearing evidence, the jury, without retiring, found all the accused to be guilty.

Addressing the prisoners, his Lordship said: "You have been convicted by the jury unanimously on very clear evidence. It is clear that you concocted a scheme to go on this sampan and rob these two women. I notice that the first, second and third prisoners all say that they have not been in Hong Kong for long. I hope the sentence I am going to pass on you will stop bad characters from coming to Hong Kong. I shall include a sentence of whipping and you thoroughly deserve that for using force against defenceless women."

His Lordship sentenced each man to be imprisoned for three years, hard labour and to receive 18 strokes, with the "cat."

Savio (Budapest) which was accomplished in 14 hours (the journey takes four days overland) and was a clear instance of the superiority of air travel. Quoting another instance, Mr. Scholtz remarked that on the first attempt at a world flight the party left London the day after Election Day, May 14, and distributed London newspapers containing full details of the Election four days later in India.

A Contrast with the Columbus.

Mr. Scholtz drew our representative's attention to the tourist vessel "Columbus" lying in harbour, as an instance of the superiority of air travel. Whereas the vessel takes over half a year to complete the world tour, their flight is accomplished in much less time and "we see ever so much more of the world than the passengers on the Columbus. They see nothing but sea and a little of the coast-line, we see the actual land. As for the stops at the world ports, we call at ever so many more and are able, on account of our speed, to spend a longer time at each city."

Mr. Scholtz remarked that they were in Bangkok at the same time as the Columbus, and whereas the vessel only stayed overnight, the plane stayed four days.

Our representative remarked, however, that the passengers on board a tourist vessel were not in fear of accidents and could sleep with peace of mind. Mr. Scholtz replied that he and his friends slept soundly and had no cause to worry about accidents.

The Monster Plane.

The Fokker monoplane, in which Mr. Black and his party are encircling the globe, is easily the largest aircraft which has yet visited Hong Kong. It is driven by three 300 H.P. Wright Whirlwind motors, entirely enclosed seating accommodation for five. The interior of the plane (not unlike Lindbergh's Spirit of St. Louis) is very comfortable and "fully equipped."

A number of people came to the Aerodrome to see the plane, which is painted in three different colours, and fitted with many interesting mechanical devices.

JUDGE PROTECTS A WITNESS.

COUNSEL'S QUESTIONS DISALLOWED.
"YOU HAVE NEVER BEEN A PIRATE?"

At the Criminal Sessions yesterday, the Chief Justice (Sir Henry Gollan) reproved defending counsel for putting a question to a witness which his Lordship held to be wrong. Counsel withdrew the question and expressed his regret.

The trial of Lo Ming and Chan Chung Nam was a sequel to the attack of the s.s. Deli Maru by pirates on the night of September 29, 1929, and the kidnapping of four passengers, including Hui Hau Yuk, a Shanghai man. Negotiations for his release were conducted in Hong Kong by his friends who came down for that purpose.

The accused were jointly charged with a conspiracy to detain Hui Hau Yuk against his will with intent to procure a ransom for his liberation, and with conspiracy unlawfully to demand and procure the sum of \$11,000 from Cheung King Yuet and Lui Chau Yan as ransom money. There was a third count against the first accused of using threats.

Mr. H. Somerset Fitzroy (Assistant Attorney-General) prosecuted, and Mr. Leo d'Almada, jun., instructed by Messrs. Geo. K. Hall Bratton & Co., appeared for the defence.

Ransom of \$11,000.

In outlining his case, Mr. Fitzroy detailed at length the negotiations carried on for the release of the kidnapped man. He said that \$11,000 was paid to Lo Ming on January 13 at the Empress Hotel. When the accused was arrested the next day, a part of this money was found on him and there was \$6,000 in his house. The second accused, who was subsequently arrested during a raid at a boarding house, had \$1,800 concealed in his socks.

Chau Man King stated that he commenced negotiations for the release of the kidnapped man on November 16, being introduced to the first accused, who said he was a representative of "the people of the hills." A sum of \$20,000 was mentioned as the ransom price.

Witness went on to speak of several meetings with the first accused at the boarding house where witness lived. At first witness was instructed to offer \$2,000 which was rejected by the accused. Eventually two persons came from Shanghai and completed the negotiations by paying \$11,000.

Cross-examined by Mr. d'Almada, witness said he was a broker and lived at 15, On Lan Street, second floor. He had to stay at a boarding house to carry on the negotiations, and was paid \$50 a month by the Shanghai people, in addition to his expenses. Witness agreed that he was a sort of go-between in securing the liberation, and he thought the first accused acted in the same capacity.

Judge and Counsel.

During a later stage of the cross-examination Mr. d'Almada asked: "You have never been a pirate, have you?"

Witness: No, never.

The Chief Justice: Isn't that a question that ought to be very carefully put. Have you any instructions as to that effect?

Mr. d'Almada: No, my Lord.

The Chief Justice: What business have you to put a question like that?

Mr. d'Almada: The whole business rests on a piracy, my Lord. The Chief Justice: What right have you got to suggest to this gentleman that he is a pirate when you have no instructions or facts?

Mr. d'Almada: I did not mean to suggest that he was a pirate, my Lord. Perhaps the question was put in an unfortunate manner.

The Chief Justice: What right have you to put a question like that? A cross-examiner is not entitled to put baseless charges to a witness. If he is instructed it is a different matter. What right have you to insult Mr. Chau by suggesting that he is a pirate?

Mr. d'Almada: If you think I am wrong in doing so, I am sorry, my Lord.

The Chief Justice: It was very wrong. Witnesses come to this Court to perform a very grave public duty, and they are not to be exposed to baseless attacks of that kind.

Mr. d'Almada: I withdraw the question, my Lord.

After hearing further evidence, the Court adjourned until this morning.

PRIZE DAY AT WAH YAN.

ANOTHER SUCCESSFUL YEAR.
MRS. TRATMAN GIVES AWAY AWARDS.

The annual prize-giving at the Wah Yan College took place yesterday, the awards being handed to successful scholars by Mrs. Tratman.

The Headmaster gave a most interesting report of the school's growth and activities, and concluded with a most happily phrased summary of the objects which, as Chinese educationalists, they had in mind.

The Headmaster also dealt with the difficult problem of the reconstruction of Chinese age old educational methods, and his remarks on this subject will be found elsewhere in this issue.

Before Mrs. Tratman gave away the prizes, Mr. Tratman made a short speech thanking the Wah Yan authorities for the honour they had done his wife by asking her to give away the awards. He said he sympathised with the headmaster regarding the difficulty of home work—when he was at school he was constantly disturbed when in the midst of a Latin prose, not by people playing Mah Jongg but by the shrieks and yells of younger brothers and sisters!

After the prizes were given away the students gave a few musical items which were thoroughly enjoyed by all present.

HEADMASTER'S REPORT.

The Headmaster's report stated *inter alia*.

This is the tenth Annual Report on the Wah Yan College. During the year 1929 the highest number on roll was 827 (808 in 1928), and the average attendance was 770 (762 in 1928) or 93 per cent.

With very great regret I was forced to refuse admission to hundreds of boys both after the Chinese New Year Holidays and after the Summer Vacation. There is a waiting list of more than five hundred.

In 1929 there were fewer changes in the staff than in former years, and that was all to the good. In future, I hope that only those who have decided to make teaching their profession will join our staff. I wish to make the method of teaching the same in all the classes, so that the boys may suffer no inconvenience or loss of time when they are promoted from one class to another. This cannot be realised unless we have a permanent staff.

As usual, I desire to take the opportunity offered by this occasion to thank all the members of the staff for their splendid co-operation and support.

On October 17 and 18 Mr. A. R. Sutherland, Inspector of English Schools, visited us and I quote the following from his report:—

"The school buildings are well lighted, airy, and kept in very good condition. The equipment is good, the staff adequate, and the discipline excellent. During the inspection I visited each class, heard Reading Lessons, gave Dictation Tests, oral, in the Lower Classes and written in the Upper. I also examined all book work. Dictation Tests were done very well, as was also the written work. Reading is good and has greatly improved since my last inspection, especially in the Upper Classes. Colloquial has also improved. I consider the school very efficient."

In the first half of 1929 we had 87 boarders, and in the second half we had 96.

Owing to the lack of a playing field our boys could not play football, cricket, and tennis; however, they made full use of the small playground at their disposal. I also made them attend the compulsory drill and gymnastics classes.

Our troop of Scouts, organised at the end of 1928 by Mr. E. Zimmern, is doing very well.

Examinations.

If parents want their boys to pass the local examinations, which are becoming more and more difficult every year, they should see to it that their homes are suitable places for their boys to study. A boy must be able to study at home, if he is to achieve success; and I ask that parents and boys should co-operate with the teachers to obtain good results.

For the second time in its short history our college won the King Edward VII. Scholarship.

The aims of Wah Yan College have always been those of its founder. We strive to provide our boys who are bred to no business and born to no estate with means of earning a livelihood, and to enable them to develop that simplicity of character, kindness of heart, and love of peace, which are the true

THE COLUMBUS ARRIVES.

GERMANY'S WONDER SHIP.
EVERY COMFORT AND CONVENIENCE.

Arriving in the Harbour of Victoria shortly after 7 o'clock yesterday morning, the N.D.L. s.s. Columbus paid her first visit to this port. On account of the tide, she did not proceed directly to the buoy reserved for her (A1) but anchored in Kowloon Bay till 11.15 hours, when she was towed to the anchorage by the Kowloon Dock tug, Henry Keswick.

Accompanied by an official from Messrs. Melchers & Co., the local agents, our representative went on board in the afternoon and was taken on a tour round this giant vessel by one of her officers.

Following the custom whenever a world-tour ship visits these waters, a floating store soon made fast alongside the Columbus, and here the enterprising Chinese salesmen displayed their wares to advantage, the coloured articles "from the East" attracting many buyers.

The vessel itself is "a wonder". She has long and spacious decks, specially designed for deck games, and dancing in the cool of the evenings. The drawing room was a model of quiet comfort without any suggestion of the gariab. The main lounge resembled that of an up-to-date hotel, and here tea and after-dinner dances are held. The Columbus has its own "Photo Shop" where printing and developing is undertaken, and the Radio station has all the modern gadgets.

The Look-Out.

What is that, said our representative, pointing to a box with the words "The Look-out" standing out boldly.

"Oh," answered the officer, "that is our news-bag." He went on to explain that all "contributions" to the ship's newspaper were dropped into the box and collected daily, to be included in the bulletin.

Adjoining the main lounge, there is a small coffee kitchen, where nothing but that beverage is prepared. Hundreds of cups and saucers were lined up in rows and the savoury odour emanating from the huge pots made that particular portion of the ship one of the most attractive. The first class dining room seats 450 people, and adjoining are two smaller ones where private parties can be held. At one end of the large room hangs an old piece of tapestry, depicting Don Juan and one of his many favourites.

More Dining Rooms.

Visits were then paid to the second class dining room, and to the "tourists class" quarters. Here we saw one of the crew taking the piano to pieces.

"What is the matter with the piano," ventured the D.P. man, "don't you want it here any more?"

"It's not that," replied the officer. "This, as I told you, is the tourists class dining room, and the old piano wants tuning!"

Next we were shown the children's dining room where the walls were covered with pictures of scenes from nursery story books. The next "port of call" was the gymnasium and from here we went straight up to the wheel-house with the most up-to-date instruments of navigation and then to the "Old Man's" private deck. One more deck upwards and we were right on the top of the ship, where, to look down, made one's heart miss a beat. Here were also two powerful searchlights.

The Columbus is under the command of Capt. A. Ahrens. She is recently re-conditioned and is the largest vessel to visit this port. Speaking of the vessel's draft, a member of the crew informed our representative that when they visited Bangkok the water there was so shallow that they had to anchor 15 miles away from the shore!

The vessel sails on Saturday for Chinwangtao.

characteristics of an educated Chinese gentleman.

Before I conclude, I wish to thank all the donors of prizes and every one who has helped to make this function a success; and to express to Mrs. Tratman our great appreciation of her kindness in sparing so much time to grace this company with her honoured presence.

An Extra Holiday.

After giving away the prizes, Mrs. Tratman asked the Headmaster for a holiday for the boys. This was granted and one of the youngest pupils of the school then presented her with a beautiful bouquet.

Three cheers were then called for Mrs. Tratman and lustily accorded.

POWELL'S

10, Ice House Street.

SPECIAL
CLEARANCE
of
WINTER
SUITINGS.Many are marked
\$65.00They are worth
\$85.00 to \$95.00This is a Unique Opportunity for those going
on leave to secure a High-class Suit for below
Home Prices.

INSPECTION INVITED.

SOME BIG SELLERS

by the **J.H. SQUIRE CELESTE OCTET**

Columbia Records

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LAND OF DREAMS

4534 CHERITZA
SOUVENIRS

9608 INVITATION TO THE VALSE
CHANT SANS PAROLES

9507 MIGNON-POLONAISE
ROMANCE

The Anderson Music Co., Ltd.

THE PERFECT SUN BLIND

All-Ventilating Shades for more porch comfort

**AEROLUX**
VENTILATING
PORCH SHADESTHE INCREASING SALES OF THE AEROLUX BLINDS
PROVES THAT THEY ARE RAPIDLY OUSTING THE
OLD FASHIONED AND UNTIDY BAMBOO BLINDS.

THEY SHUT OUT THE SUN BUT NOT

— THE AIR —

SIZES: 4' 0" to 9' 3" WIDE BY 7' 6" LONG
IN BROWN OR GREEN.CALL AND SEE A BLIND FIXED IN OUR
FURNITURE DEPT.**LANE, CRAWFORD, LTD.**

NEW ADVERTISEMENTS

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.
HONG KONG STATION.

CURRENCY CHARGES ON TELEGRAMS.

SENDERS OF TELEGRAMS ARE HEREBY NOTIFIED THAT FROM THE 1ST APRIL, 1930, until further notice, the Charges for Telegrams will be collected at the Rate of Dollar 0.55 to equal Franc 1.00.

E. JESSEN,
Superintendent.
Hong Kong, 20th Mar., 1930. [9189]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the HONG KONG HOTEL, Hong Kong, on SATURDAY, the 23rd MARCH, 1930, at 11.30 A.M. for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts for the Year ended 31st October, 1929.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 24th DAY of MARCH, to MONDAY, the 31st DAY of MARCH, 1930, Both Days inclusive, during which Period No Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 19th Mar., 1930. [9189]



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th DAY of MARCH, 1930, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1896, with the option of renewal at a Crown Grant to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Containing	Area	Approx. Rental	Upset Price
1	1128	New Kowloon Inland Lot No. 1128, Adjoining New Kowloon Inland Lot No. 1243, Apiti Street.	As per sale plan	27.70	58	1,365	

HONG KONG JOCKEY CLUB.

THE SECOND EXTRA BAGE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 22nd MARCH, 1930, commencing at 2 P.M.
The First Bell will be rung at 1.30 P.M.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.
No one without a Badge will be admitted to the Members' Enclosure.
Badges admitting Non-members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$2.00 for Ladies, are obtainable through the Secretary upon introduction by a Member, such introduction to be responsible for payment of all Club dues.
For payment of all Club dues, application to the SECRETARY, Badges (limited to Two) for the Free Admission to the Member's Enclosure of Wives, Ladies, relatives and Friends. Names must be stated when applying.
On no pretext will Children be permitted in their Enclosure during the Meeting.

PUBLIC ENCLOSURE
The Price of Admission to the Public Enclosure is \$1.00 for all Persons including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.
Bookmakers, Tipsters, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.
By Order,
C. B. BROWN,
Secretary.
[9178]

NOTICE.

W. G. JACKSON, Ltd., of 10, Cavendish House, Regent Street, London, S.W.1, are pleased to announce that they have made many friends by their consistent success in introducing men returning from the East to suitable Directorships, Partnerships, or Employment at Home. Correspondence with this old-established and reliable House is invited from all others about to return.

INTIMATIONS.

SOCIETY OF ST. GEORGE, HONG KONG.

THE ANNUAL GENERAL MEETING of the SOCIETY will be held in the BOARD ROOM of the HONG KONG GENERAL CHAMBER of Commerce on FRIDAY, 21st MARCH, 1930, at 5.30 P.M.

For the following purposes:—

- To receive the Report of the Committee and Statement of Accounts for the past year.
- To elect the Officers and Committees for the ensuing year.
- To consider the manner in which St. George's DAY shall be celebrated.
- To transact any other business of which due Notice has been given.

S. T. BUTLIN,
Hon. Secretary.
[9189]

THE HONG KONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTY-FIRST ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Manager, on WEDNESDAY, the 26th MARCH, 1930, at NOON, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts for the Year ended 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 15th to the 25th MARCH, 1930, Both Days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
The Hong Kong Fire Insurance Co., Ltd.,
Hong Kong, 5th Mar., 1930. [9106]

THE HONG KONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS of the Company, 2, QUEEN'S BUILDING, Hong Kong, on MONDAY, 31st MARCH, 1930, at NOON, for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 24th to the 31st MARCH, 1930, Both Days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hong Kong, 16th Mar., 1930. [9186]

THE BANK OF CANTON, LTD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the Company will be held at the HEAD OFFICE, No. 6, Des Vaux Road CENTRAL, Hong Kong, on WEDNESDAY, the 26th MARCH, 1930, at 2.30 P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st December, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th MARCH, 1930, to the 26th MARCH, 1930 (Both Days inclusive), during which Period No Transfer of Shares can be Registered.

By Order of the Board,
LOOK POONG SHAN,
Chief Manager.
Hong Kong, 10th Mar., 1930. [9143]

THE HONG KONG & SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS of THE HONG KONG & SHANGHAI HOTELS, LIMITED, will be held at the Registered Office of the Company (Exchange Building, Des Vaux Road CENTRAL, Hong Kong), on SATURDAY, the 30th DAY of APRIL, 1930, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended 31st December, 1929, and re-electing a Director and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 29th MARCH, 1930, until SATURDAY, the 30th APRIL, 1930, Both Days inclusive.

By Order of the Board,
F. C. BARRY,
Secretary.
Hong Kong, 17th Mar., 1930. [9185]



THE NORDDEUTSCHER LLOYD, BREMEN, wishes to announce that owing to the fact that the S.S. "COLUMBUS" has been chartered for this World Cruise by the RAYMOND & WHITEHEAD COMPANY of Boston, no permits for boarding or inspection can be issued.

NORDDEUTSCHER LLOYD, BREMEN,
Agents: MELLORES & CO.,
[9178]

FINE

BRANDIES

Distilled and Bottled by

Renault & Co.

Established 1835.

Cognac, France.

Three Star

Five Star

and

R.V.O. Very Old

Liqueur Brandy

SOLE AGENTS:—

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C. 616. KOWLOON 19.

HONG KONG CLUB.

NOTICE.

THE SECOND YEARLY DRAWING of 20 DEBENTURES (1928 Issue—\$500 Each) of the HONG KONG CLUB, Payable on TUESDAY, the 30th SEPTEMBER, 1930, will be held in the CLUB HOUSE at 11 O'CLOCK, A.M., on THURSDAY, the 27th MARCH, 1930.

Bearers of Debentures are invited to attend the Drawing.

By Order,
T. A. ROBERTSON,
Lieut. Col.,
Secretary.
Hong Kong, 11th Mar., 1930. [9143]

SILICA.

THE SILICA Produced at the PAK SHA WU MINING DISTRICT, WAICHOW, KWONG TUNG, is a Well-known Product, of High Quality, and is supplied to Various Leading Glass-Factories in All Parts of the World. We are Now Working the Mine on a Large Scale, and all Wholesale Business is conducted by the Company. Any Glass Factory desiring to make Purchases Direct, and Any Persons wishing to take up Agencies for Our Product, are requested to apply to:—

LAM TIT SHANG,
General Manager,
Tai Lee Mining Co.,
25, Chin Loong Street,
(3rd Floor), Hong Kong.
TELEPHONE: C. 3896.

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"

Six-roomed & Five-roomed Apartments.

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas. Modern Construction with Garage.

"CAMBAT BUILDINGS"

Flats with Modern Conveniences.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 P.M., stated:—

A feeble anticyclone extends from the Yangtze Valley to Korea. The depression to the East of Formosa is moving Eastward and is now central to the S.W. of Naha. Local Forecast:—N. winds; moderate; fine to cloudy.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 13.
Night Editor (Wanchai Office): Tel. Central 4311.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, MARCH 20, 1930.

PEACE OR WAR IN THE NORTH?

At the present moment the prospects of peace in China are not bright. A few days ago it seemed that YEN HSU SHAN's big coalition had dissolved, and YEN himself would either leave the country or be content to resume to the role of provincial tuptan, which he has played with marked success for some eighteen years. YEN was credited with expressions of regret and repentance, but these melted simultaneously with the snows and the coming of the campaigning season. In fact, as the Persian poet puts it:—

"And then, and then came spring, and rose in hand
"My threnodare penitence in pieces tore."

The popular idea seems to have been that the last coalition was dissolved by the sudden defection of Generals HAN FU CHU and SHIH YU SAN from the northern cause on receipt of a million dollars each and promises of a provincial overlordship, apiece, from CHIANG KAI SHEK. Both of these Generals have been playing a deep and subtle game for several months, varying their promises to the opposing sides with declarations of "independence." They do not appear to be animated by any motives except personal aggrandisement, and, if either CHIANG or YEN even find himself strongly enough placed, one of the first steps will undoubtedly be to dispense, in one way or another, with two such dangerous colleagues.

The crux of the matter lies largely in the exact relationship between YEN HSI SHAN and FENG YU HSIANG. The Chinese view was that FENG had manipulated the defection of HAN FU CHU and SHIH YU SAN, in order to complete the discomfiture of YEN, so that FENG himself could regain his lost dominance in North China. It is certainly difficult to imagine the "Chinese Chomwell" backing another man for the supreme position in the Republic. That is seldom the way of leading Chinese war lords, and certainly not the way of FENG YU HSIANG. He has failed too many colleagues for anyone to believe that the "Christian General" would ever be content to serve permanently as another's lieutenant. YEN HSI SHAN is not simple, and the idea that he has illusions about FENG YU HSIANG can be dismissed at once. At present the two men appear as comrades-in-arms against the "tyranny and corruption" of CHIANG KAI SHEK, but it would be interesting to know what these two faithful allies have arranged to do, should they succeed in overturning the Nanking regime. Perhaps they have made no agreement; perhaps each is confident of eventually eliminating the other. The Northern coalition will only prove formidable to Nanking if YEN is in reality backing FENG YU HSIANG for CHIANG KAI SHEK's position. FENG has certainly very great qualities. He is frugal and generally vigorous, he is a good disciplinarian, he has done first-rate reconstructive and administrative work, and many see in him the makings of a strong and able ruler. Once he can reach the supreme position, he has not, like CHIANG KAI SHEK, been uniformly successful, and his career shows many vicissitudes. He may be the man that China needs, but good judges consider him no more than a big, coarse-brained, ill-educated, and lacking the knowledge and vision necessary to guide a great nation through troubled times.

Should war break out the chances seem to favour Nanking. Had FENG supported the Kwangsi clique and CHAN KAI FUI during the past year the overthrow of CHIANG KAI SHEK might have been accomplished. Since then two powerful allies have been almost wiped out, though in Kwangsi the guerrilla warfare of Nanking's defeated foes may immobilise the Canton forces and prevent help being sent to the North. But Nanking can, apparently (every speculation must be qualified) trust Canton as FENG and YEN cannot trust each other. This creates a strong nucleus of Central Government, which undoubtedly weighs with several provincial governors, notably Ho CHIH YU of Hunan, who let the "Ironclad" march through his province unmolested, but has sent sheaves of cables to Nanking and Canton full of exemplary sentiments. On the purely military side CHIANG has the fleet, a fairly reliable army (though it did not play a very distinguished part in defending Canton) and an invaluable air force. He has the Hankow and Canton arsenals, and probably an overwhelming superiority in those "silver bullets" to which many Chinese Generals have painlessly and pleasantly succumbed in the past.

Hope of peace chiefly lies with CHIANG KAI SHEK, the young Governor of Manchuria. Since he came into a inheritance CHIANG HSIEN LIANG has refused to embroil himself in affairs within the Great Wall. He is deeply interested in the economic development of his domain, he is virtually independent and has probably the best army and the most productive arsenal in China. He is therefore content with his position as it stands. The Russian railway over the Chinese Eastern Railway endorsed the lesson given by the fate of CHIANG TAO LIN, his father, as to consequences of playing a hand in the game of Chinese political intrigue. CHIANG has, in fact, no reason to love Nanking, and while he would not like to see any Northern war lord become too strong, he knows that if Nanking's control over the provinces held by YEN and FENG becomes a reality, CHIANG KAI SHEK will strike northward till he has brought Manchuria into the fold. CHIANG HSIEN LIANG probably favours a buffer state of northern war lords, and his influence will be on the side of a compromise.

The country's need for peace is urgent. Famine and desolation must be the sequel to another summer of campaigning where crops should be sown. So far there is little sign of such considerations gathering weight, and the grave possibility must be faced of further struggle between the Central Government and the semi-independent war lords, who will not readily submit to disbanding of their private armies or the remitting of a portion of their revenues to Nanking. CHIANG has taken up Wu Pei Fu's policy of "unification by force," and it is very doubtful if he will wholly succeed where that redoubtable old fighter failed, even though the present situation, appears, as far as foreign eyes can see, more or less in his favour.

News and Views.

One Chinese case of small-pox was reported on Tuesday.

The rainfall on Monday and Tuesday totalled 2.16 inches—a useful start off for the reservoirs!

Among the passengers leaving on the Empress of Canada for Shanghai was Mrs. M. S. J. Walsh, the wife of the Manager of the British-American Tobacco Co. (China), Ltd.

The Hong Kong and Shanghai Hotels, Ltd., announce that the transfer books of the company will be closed from March 28 to April 6, both days inclusive, and not as previously stated.

Among passengers leaving here yesterday were the Empress of Canada were: Mrs. B. D. F. Beith and family, Lady Chatter, Mrs. E. Davidson, Mr. and Mrs. F. C. Patterson, Professor and Mrs. Roffey, Mrs. S. A. Seth, Mrs. Stewart Smith.

A Canton report says that some road builders at work in Kwai Tak Moon Street unearthed several big earthen jars filled with old gunpowder. It is believed that the gunpowder, weighing over a thousand catties, had been lying there for a couple of centuries—judging from its colour.

The many friends of Mrs. G. A. Harriman will be interested to know that she was successfully operated upon at the Victoria Hospital on Tuesday, and is making satisfactory progress. Mrs. Harriman was originally cast for a part in the coming A.D.C. performance, but had to give up her part owing to illness.

News has been received by Capt. T. T. Laurensen, D.S.C., that the Merchant Service Guild of Australia has been affiliated with the Officers' (Merchant Navy) Federations, whose headquarters are in London. This is another substantial move towards creating a united front among the officers of the British Merchant Navy.

Playing against Tasmania at Hobart recently the fast bowler Halcombe, whose delivery has occasioned much comment, was no-balled ten times in one over.

A witness who gave evidence before the Royal Commission on the Civil Service said that so optimistic were some heads of departments early in 1918 that they told women recruits to the service that it would be inadvisable for them to purchase season tickets lasting beyond Christmas.

Mr. John Henderson Watson, Chief Constable of Bristol, recently told the Licensing Commission: "Girls nowadays have acquired a taste for port and sherry. They can tell the difference between good and bad sherry, but they cannot tell the difference between good and bad champagne."

The Metro-Goldwyn-Mayer film company recently announced that Lon Chaney, the film star of a "hundred faces," has signed a five years' contract to appear in talking pictures. This leaves Charlie Chaplin the only established screen star who still adheres exclusively to silent films. Lon Chaney has previously refused to appear in talking pictures.

During the hearing of proceedings for nonpayment of rates at Rochester (Kent) Police Court recently, Councillor E. R. Spencer, of Rochester, said one of the defendants was in such straitened circumstances that the man's wife had pawned her wedding ring to raise money for rent and rates. She afterwards bought another ring for sixpence. The magistrates allowed the defendant extra time in which to pay.

A sentence reminiscent of the Middle Ages has been passed in the assize court at Orleans. For the murder of her mother, Augustine Agogue, a peasant woman, was condemned to be led in her nightclothes, barefooted and wearing a black veil, into the public square of Orleans and there executed. The woman strangled her mother and forged a note bearing the dead woman's signature indicating that she had committed suicide.

Mr. and Mrs. A. E. Cooper, who have been prominent members of the Kobe foreign community for many years, are sailing for England on the P. & O. Rawalpindi, on March 30. Mr. Cooper has been the Kobe manager of Messrs. Jardine, Matheson and Co., and when his year of furlough is ended he will have been with the company for forty years. At the end of this year, Mr. Cooper expects to retire and he and Mrs. Cooper will make their future home in England. Mr. A. B. Elton, also an old Kobe resident, will succeed Mr. Cooper as manager of the Kobe branch of Messrs. Jardine, Matheson and Co.

Fashion and the dressmakers still yearn to re-introduce the train—a tyrannical thing altogether, and not wanted by women. But who they have the strength of mind to fight against? A dress with four long trains, two of which are of lace, recently appeared in a London ballroom. The wearer guarded it from destruction—and herself from unpopularity—by gathering up the bunch in her hand. Recently a dress with no fewer than nine trains has been shown in London. True, there are nine studs to enable the wearer to slip up her trains safely above the floor when dancing, but what thought and concentration will be required to get the right train to the right stud!

Of Interest to Art Lovers.

On Tuesday next Miss Elizabeth Keith—who is well-known in the Far East—will be showing examples of her work in Hong Kong. By kind permission of the manager of the Industrial Bank of China, room has been provided for showing Miss Keith's work in the premises next door to Messrs. Moutrie, and the business arrangements are in the hands of Messrs. Komor and Komor. The appreciation Miss Keith has received for her work have not been recognised (by those who have not seen it) from the following brief extracts from criticism in the *Times* and the *Morning Post*. "Her work," the *Times* says, "is that of a shrewd observer. She has the artist's instinct for presenting the significant. As for her prints, they show command of a medium that has fallen into decline but without slavish imitation of the Japanese masters." The *Morning Post* dwells on "the remarkable beauty of the prints as technical achievements, owing to the very skillful way Miss Keith has adapted her designs to the woodcutters' craft." This paper has nothing more perfect has been produced since the time of Hiroshige than the print of the "East Gate." The *Press* of New York, Boston, Chicago and San Francisco has written with similar wholehearted approval. Miss Keith has given the time she has recently spent in France and England to oil painting and colour etching, and is now on her second visit to the Far East intent on new subjects. The pictures to be shown next week will include studies from Japan, Korea, China, the Philippines, and Malaya.

The Bishop of Victoria left Hong Kong on leave last Tuesday. During his absence the Dean will act as commissary for English work, and Archdeacon Mok as commissary for Chinese work. During the absence of the Dean on short leave the Rev. W. W. Rogers will take his place as commissary for English work.

Mrs. M. G. Nevins, the woman magistrate commented at a Soroptomist Club luncheon in London last month upon the unfair advantage which some modern wives took of the ease with which they could obtain separation orders. "It seems to me very unfair," she said, "that a young wife who is healthy and strong—who has no children, and who is quite capable of earning her own living, should apply for separation order. I wonder she is not ashamed to be supported by a man in this way."

Mr. Pepps in Hong Kong.

This day, on rising do find the weather turbulent and over a down-fall of rain as I have not seen these many days. But to my discontent the water do cease to run in the pipes of my house, which sorely irked me. For in any case the Authorities to turn the stop-cock so that no water flows in the public mains from six of the clock till that hour next day. Which do seem a mighty grievous thing, that there should be so much water outside the house but not a drop within. Down to the office, but little doing so to the Club, where I find Mr. Progers who tell me that in Kowloon water do run all day and all night long. At which I might be furious for the unfavourable rule for Kowloon and one for the Peak. At which Mr. Progers do say that the people of Kowloon do wash more than they upon the Peak. The which I have in some suspicion though may be there be cause. And after Mr. Hannibal comes in with Mr. Goss, and we fall to talking of the play. And both mighty anxious that the people who do come to the Play-House do come at the proper hour which is nine-fifteen of the clock. For it is a shame that people should push their way to the seats while those in time do wish to watch the play but cannot for their passing. And we all say that it do lose a man countenance to be of so bad a disposition that he do irk his fellow men for sheer sloth or gluttony at the table. And I do vow to sit at least not later than seven-thirty of the clock each night of the play. Later Mr. Goss do tell me that the musicians of his frigate do come to the Play House to discourse music between the acts. Which is as merry a thing as I heard these many days for Mr. Harrison and his musicians do discourse mighty sweet music, as I remember when I did up aboard the frigate, and they play as well as ever I heard. And Mr. Noel Coward do say so too. The to the Peak where I do play at cards and lose, to my infinite vexation. And so to bed.

Looking Back 25 Years.

The Minnesota, the pioneer steamer of the Great Northern Co's service between Seattle and this coast of the Pacific, causes the man-in-the-street to again take note of the astonishing increase in recent years in the size of the steamers now entering the ports of the Far East. What a change has come over the character of our shipping, during the last five years! This is especially notable in the ships that cross the Pacific. It brings home to us the expansion which is taking place in the trade of America with the Orient, and the commencement of a service of steamers like the Minnesota, manifest the confidence felt on the other side of the Pacific in the possibility of the development of trade in the near future. Not only have the San Francisco companies increased the tonnage of their vessels, and the Great Northern Company excelled them in this respect, but the Canadian Pacific Company are also building new steamers for the trade. The man-in-the-street is inclined to wonder where all the freight is to come from for the homeward trip. *Hong Kong Daily Press*, March 21, 1905.

Looking Back 50 Years.

In the House of Commons, in answer to Mr. Anderson, Sir M. Hicks-Beach said:—"I left from the Hong Kong Press last Sir John Smale has of two opinions made some remarks on the Bench on the existence and inflexion of a system of domestic justice, among the Chinese of Hong Kong which is contrary to the law of the Colony. I learnt this from the newspapers, as the Chief Justice did not think it necessary to bring his remarks officially under my notice. He very properly stated his intention to punish very severely any offence against the law that might be brought before him. I am quite satisfied that Mr. Pope Kennedy, the Governor of Hong Kong, will take steps that may be required on the part of the Colonial Government, and I do not see that any action on our part is necessary. But, of course, I shall readily consider any suggestions that may be able to me on the subject." *Hong Kong Daily Press*, March 20, 1880.

BRITAIN AND AIR ARMAMENTS.

LABOUR GOVERNMENT'S UNPROVOCATIVE POLICY.

A FOURTH-RATE AIR POWER.

[BRITISH WIRELESS SERVICE.]

Ruday, March 19. Introducing the Air Estimates in the House of Commons, Mr. F. Montague, Under Secretary for Air, said that the revised total of last year's estimates, allowing for the supplementary estimate of £780,000, was £20,405,000. This year there was an increase of £800,000 and the total was £21,205,000.

This increase was due mainly to the provision of up-to-date equipment which was essential alike for safety and efficiency in the growing needs of civil aviation and the additional outlay on scientific research work.

During the financial year ending March 31, five additional squadrons would have been added to the establishment of the Air Force for purposes of home defence. One of these was a regular squadron and the other four were organised on a cadre or auxiliary basis.

It was first intended that 25 per cent. of the home defence force should be on this non-regular basis, but at the present time the proportion was nearly 33 per cent. Auxiliary squadrons did not in their early days require to be equipped on the same scale as regular squadrons. They required in the first instance machines of training rather than service types. But as these squadrons reached maturity provision had to be made for equipping them with up-to-date service aircraft.

A Moderate Policy. Mr. Montague continued, "I would like to stress the moderation and unprovocative character of the British air policy and expenditure. Our Air Force is substantially exceeded in the terms of the first line strength by France, Italy and the United States and the estimates which I am now introducing show an actual reduction on gross figures compared with the Air Estimates of five years ago, in striking contrast with the very large increases in air expenditure of other Powers during the same period. This moreover, is in spite of the fact that our Overseas requirements for garrison purposes in the Middle East and India are much greater than those of other countries."

On the basis of metropolitan strength we have considerably less than half the power standard compared with our nearest neighbour. But the Government does not propose to be drawn into competition in air armaments. Expansion will only take place in so far as it is forced upon us by developments abroad, and no other course remains open. Development of the home defence Air Force is proceeding slowly on well considered lines, the aim of which is quality rather than quantity.

As an instance of the successful use of air power Mr. Montague mentioned that in Palestine the prompt arrival of 50 soldiers by air during the recent troubles did much to prevent further serious riots. Aircraft were also able to drive off attacks by Arabs upon isolated Jewish colonies before the arrival of ground reinforcements. Offensive action from the air was made altogether eleven times. This proved the salvation in many instances of otherwise defenceless communities, and there was no evidence of any innocent persons having suffered.

Mr. Montague gave other instances of Royal Air Force rendering aid with reconnaissance and similar work in Kuwait, Iraq, Sudan and Aden Protectorate, and said that in many cases heavy loss of life had thereby been saved.

Schneller Trophy.

Mr. Montague pointed out that the outstanding achievement during the past year in engine progress had been the intensive development of the Rolls-Royce engine used in the craft which won the Schneider Trophy at 328.65 miles per hour. By normal standards this engine should give approximately 820 horsepower, but two engines had actually sustained an output of over 1,000 horsepower over the course.

This triumph was increased a few days later when the commanding Officer of the High Speed Flight set up a world's record of 357.7 miles per hour upon a Supermarine Rolls-Royce aircraft. It had since been decided to continue the Government participation in the race. Undoubtedly useful experience had been gained from these contests in the past and official participation was on that account justified, but further progress could now be made with greater economy by other means.

It was hoped that the widespread public interest displayed would make it possible for the Royal Aero Club and the aircraft industry to organise future contests without Government assistance.

Civil Aviation.

The increase in the civil aviation vote was mainly due to the provision of additional subsidy in respect of the air service to South Africa. Negotiations for the installation of a weekly service between London and Cape Town had been brought to a successful issue. The Government of the Union of South Africa would make substantial contribution towards a subsidy over a five years' period and would lend their support and co-operation generally. It was contemplated that a regular service between Alexandria and Tanganyika should commence in the Autumn of this year and a through service to Cape Town in the spring of 1931.

The Government of India had now extended the England to India service from Karachi to Delhi by means of aircraft chartered from and operated by Imperial Airways. Preparation of the ground organisation of the route across India was being vigorously pushed forward. The section to Calcutta would be ready by the end of March and it was hoped by the Autumn that sufficient progress would have been made to render possible the operation to Rangoon.

Proposals had been submitted to the Air Ministry for operation of the remaining section between Rangoon and Australia and it was hoped in conjunction with the Government of India and Australia to inaugurate a through service to Australia, as soon as possible after the route along the coast of Burma had been organised.

The New Airship.

Dealing with airships Mr. Montague said that undoubtedly from a constructional viewpoint completed airships had definitely disproved many of the gloomy forecasts. Meteorological investigations of the Indian route showed that conditions would generally be adverse on the return journey both between Karachi and Ismailia and between Ismailia and Cardington, with the consequence that a large reserve of fuel would have to be carried for the first experimental flight to the East of the R101.

Having regard to the need for a safety policy in the programme of this expensive character it was decided not to attempt the return flight to India in March or April. An extra bag would be inserted in the R101 during the summer, which would increase her capacity by 500,000 cubic feet and give her an additional net lift of about nine tons. A bag with a consequential extra lift was found to be possible because of the satisfactory strength which the airship's tests had disclosed.

The proposed programme for the R101 was a flight to Karachi and back in September or October, then again to Karachi in December or January, after which there would be mooring trials and experimental flights to Montreal and back between May and September and schedule flights between Cardington and Ismailia between October and March, 1931.

RUSSIAN COTTON GOODS FOR BRITAIN.

TO BE SOLD UNDER COST.

[THROUGH REUTER'S AGENCY.]

LONDON, March 19.

It is alleged that a scheme is afoot to flood Britain with cotton goods from Russia. The merchandise, stated to be millions of yards, will be dumped within two months, and is under cost price. This is to enable Russians to raise cash to pay for agricultural machinery and other purchases.

The trade states that Russian cottons, offered at fourpence halfpenny per yard in London, cost four pence for printing alone.

ANTI-CHURCH CAMPAIGN IN BERLIN.

"OPIUM FOR THE MASSES."

[THROUGH REUTER'S AGENCY.]

BERLIN, March 19.

A Communist anti-church campaign was inaugurated early this morning when gangs smashed lanterns with illuminated bible texts affixed to the entrances of two Protestant churches, and banneread a Catholic church in the centre of the city with huge letters reading: "Religion is opium for the masses." The perpetrators escaped in the darkness.

NAVAL CONFERENCE.

FRANCO-ITALIAN DEADLOCK.

PREMIER'S EFFORTS FOR SOLUTION.

[THROUGH REUTER'S AGENCY.]

LONDON, March 19.

The deadlock at the Naval Conference persists owing to the Franco-Italian dispute regarding parity. The experts are working daily to find a solution and are stimulated by the activities of Mr. Ramsay MacDonald in his capacity as chairman.

A British spokesman to-day said that Mr. MacDonald had instructed him to describe as "absolutely and gratuitously false" a newspaper report regarding a difference between Mr. MacDonald and Mr. Stimson as regards the Japanese-American understanding. He declared that Great Britain throughout has been cognisant of the Japanese-American negotiations of which she entirely approves.

Mr. MacDonald still hopes for a Five-Power Pact but this depends on the discovery of a formula to overcome the Franco-Italian deadlock.

FRENCH FINANCIAL SCANDAL ECHO.

MADAME HANAU HUNGER STRIKES.

[THROUGH REUTER'S AGENCY.]

PARIS, March 19.

Madame Hanau, who eighteen days ago began to hunger-strike as a protest against her prolonged detention in prison in connection with the *Gazette de France* financial scandal was forcibly fed in hospital for the first time to-day. She is very weak and has been suffering extreme pain, but resisted to the utmost. Eight persons were needed to effect the operation.

Madame Hanau subsequently vigorously protested, and declared that she was determined to die sooner than to submit again to such an operation.

GERMAN SHIPPING AGREEMENT.

HAMBURG-AMERIKA AND NORDDEUTSCHER LLOYD.

[THROUGH REUTER'S AGENCY.]

BERLIN, March 19.

A most important step towards a general agreement between the great Hamburg-America and the Norddeutscher Lloyd shipping companies has been taken by an arrangement to pool their interests in the South American traffic.

It is understood that this "rationalisation" will also extend to the Far East, enabling the withdrawal of from eight to ten ships without affecting German interests.

PROTECTING GERMAN REPUBLIC.

NEW BILL IN REICHSTAG.

[THROUGH REUTER'S AGENCY.]

BERLIN, March 19.

The Reichstag passed the third reading by 285 votes to 150 of the new Bill for the protection of the Republic. It provides penalties, even to the extent of penal servitude, for plotters against the lives of members and officials of the Government, and those who publicly insult the Republican flag, the President or members of the Cabinet.

Germans can be prosecuted if guilty of the above abroad. It is noteworthy that the Bill does not restrict the movements of the ex-Kaiser, who can therefore now return to Germany.

U.S. SENATE AND OBSCENE BOOKS.

CUSTOMS OFFICIALS AS MORAL ARBITERS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 19.

A twelve hours' heated debate in the Senate terminated in the adoption of an amendment to the existing law against obscene books and pictures, empowering Customs officials to refuse entry to immoral works, thereby reverting to the regime existing two months ago, before the amendment to the tariff bill made district courts arbiters of obscenity.

Senator Smoot, a high Mormon official, led the discussion. His desk was piled with books from the classics to modern novelists, whose merits, according to Mr. Smoot, "are rotten and black as they could possibly be."

EARL BALFOUR DEAD.

PASSING OF A GREAT STATESMAN.

A LONG AND USEFUL CAREER.

[THROUGH REUTER'S AGENCY.]

LONDON, March 19.

The death is announced of Earl Balfour.

AN EVENTFUL LIFE.

Arthur James Balfour, P.C., F.R.S., O.M., first Earl of Balfour, of Whittingehame (1892) was born in 1848. He was the eldest son of the late James Maitland Balfour, Whittingehame, Haddingtonshire, was educated at Eton and graduated at Trinity College, Cambridge. Hon. LL.D. Edinburgh, 1881; St. Andrews, 1885; Cambridge, 1888; Dublin and Glasgow, 1891; Manchester, 1908.

Parliamentary Career.

He became M.P. (C.) for Hertford, 1874-85; and acted for a time with the "Fourth Party"; Private Secretary to the Marquis of Salisbury when Secretary of State for Foreign Affairs, 1878-1880; became a Privy Councillor in 1885; President of Local Government Board, 1885-86; Secretary for Scotland, 1886-87; Lord Rector, St. Andrew's University, 1886; Chief Secretary for Ireland, 1887-88; Leader of the House of Commons and First Lord of the Treasury, 1891-92; Leader of the Opposition, 1892-95; First Lord of the Treasury and Leader of the House of Commons, 1895-1905; M.P. for Eastern Division of Manchester, 1895-1905; First Lord of the Admiralty, 1915-16; Foreign Secretary, 1916-1919; Head of the British Mission to American, 1917; British Mission to Washington Conference, 1921-22; President of British Academy, since 1921.

A Scottish Laird.

He was a man of class—the Scottish laird tempered at Eton, showing the attractive manners of the Freemasonry of the ruling families, and withal possessed of an ingenious mind, fruitful in resources.

He was, perhaps, the least familiar to the man in the street of all who have been at the head of national affairs in our time—not so much as a figure, but as a personality. The common being knows he was a man of great accomplishments, one whose mind worked in unusual ways, an aristocrat who strove with a walled garden and had no love for the market place.

Definite Convictions.

Both in politics and in philosophy Lord Balfour "stood pat," but he did it gracefully and cleverly. He detected emotionalism and "oratory" in the written or spoken word, and fancy and slipshod conclusions in thought. When religion and faith were his themes he rose to a solemn seriousness which, if cold and somewhat paled by the breath of pessimism, came as near to warmth and enthusiasm as could be by reason of its vital dignity, and to unreasoned conclusions by reason of the fidelity with which he clung to habit and tradition.

But "the tumult and the shouting dies," and a distinguished public servant has "gone"; a zealous custodian of the fortunes of a great party of the State; an inquisitive and acquisitive intellect that the years have wearied; an exponent of the ancient grace; a defender of a faith which, more aglow with an expectation doomed to be dimmed by time, has stood upon and hospitable to the quiet assurances that commonsense and expressive give.

AMERICAN DRUG RING. SENSATIONAL DISCOVERY IN BARONET'S BAGGAGE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 19.

At the instance of District Attorney Tuttle (of s.s. Vestris fame), a grand jury has begun to investigate an alleged gigantic smuggling ring.

Sir Duncan Or Lewis gave evidence that when he landed from the *Majestic* recently, someone had placed among his baggage on the quayside a trunk in which a customs official found narcotics worth 200,000 dollars. When the trunk was claimed the claimant was arrested.

While the liner was proceeding from France to New York, the police in London informed the captain that 2,000,000 dollars worth of narcotics stolen from Germany were hidden aboard, but very carefully searches revealed nothing.

GANDHI'S PROGRESS.

FIVE MILES IN THREE HOURS.

RIOTING IN RANGOON.

[THROUGH REUTER'S AGENCY.]

BOMBAY, March 19.

Gandhi and his followers arrived at Raas this morning after taking three hours to cover five miles. It is understood that Gandhi has changed his plans, and does not intend to pass through Baroda, but will march to Jalalpur entirely through British territory.

The officials of over a dozen villages have resigned.

Another "Passive" Leader Sentenced.

BARISAL, March 19.

Satindra Nathen, the leader of the passive resistance movement in the Barisal District, who was recently released from Midnapore jail after signing a bond for five thousand rupees to be of good behaviour for two years, has been sentenced to two months rigorous imprisonment in connection with a jail assault charge.

Police Attacked in Rangoon.

RANGOON, March 19.

Over 100 persons, including thirty policemen and one prominent Indian public man who was trying to pacify the crowd were injured in a conflict between the police and a crowd outside the Court where Sen Gupta was being tried.

It is understood that the trouble arose owing to the Indian leader of the procession striking a policeman. The crowd stoned the police, and finally military police dispersed the mob.

GOLD FROM CHINA.

FIVE MILLION DOLLARS FOR NEW YORK.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 19.

The Equitable Eastern Banking Corporation announces that owing to the recent fall in silver in China, which has brought gold upon the market there, it has bought, in a "straight exchange transaction," five million dollars worth of gold in Japan, Shanghai, and Hong Kong, which is at present en route to New York.

TURKISH TELEPHONES.

TAKEN OVER BY AMERICAN COMPANY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 19.

The International Telephone and Telegraph Corporation has purchased a controlling interest in the Constantinople Telephone Company, a Franco-British concern. This is the tenth foreign country to be invaded by this vast corporation, which already operates in Spain and several Central American and South American states.

THE U.S. BANK MERGER.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 19.

The new bank, mentioned in our columns yesterday, will be known as the Chase National Bank. Its capital exceeds that of the National City Bank and the Midland Bank of England, which hitherto have been rivals for the title of the world's largest bank.

AMERICANS BEATEN BY FILIPINOS.

NASTY SHANGHAI INCIDENT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, March 19.

Two American business men from Siam had a nasty experience on Monday night when, following insulting remarks against Americans generally, they were beaten by a gang of Filipinos in a cabaret outside the Settlement.

One managed to escape to the Settlement and complained to a foreign constable, who was powerless to intervene, as the cabaret was in Chinese territory. He returned to find his companion unconscious in the roadway. The attack is regarded as a repercussion of the troubles in Manila, as there is no question of robbery.

GOLF IN AUSTRALIA.

VICTORIOUS HAGEN-KIRK WOOD COMBINATION.

[THROUGH REUTER'S AGENCY.]

ADELAIDE, March 19.

Hagen and Kirkwood beat Whitton and Sowers the Australian amateurs by 4.3. They also beat Rufus Stewart, the Australian professional champion, and Fergus McMillan, the South Australian champion by 1.0.

IN THE NORTH.

A NANKING-MUKDEN RAPPROCHEMENT.

THE FICKLE SHIH YU SAN.

[THROUGH REUTER'S AGENCY.]

NANKING, March 19.

It is learned that Wu Tieh Chen will proceed to Manchuria, where, on behalf of the Government, he will discuss the present political situation with Chang Hsueh Liang. The Manchurian leader will undoubtedly have a tremendous influence on immediate developments. Wu Tieh Chen's chief mission will be to bring about an understanding between Manchuria and the Central Government.

A Turf-Scot War Lord.

PEKING, March 19.

While Nanking has sent Wu Tieh Chen to Mukden, other parties are actively negotiating with Chang Hsueh Liang. His delegate, accompanied by a Shanxi delegate, who has recently been to Mukden, passed here yesterday night en route to Taiyuanfu.

General Meng Chih Chung, Chairman of the Chinghai Provincial Assembly, arrived here yesterday and left for Mukden in the evening to see Chang Hsueh Liang on behalf of the Kuomintang.

The fickleness of Shih Yu Shan is becoming a standing joke; it is reported that he sent a delegate to Nanking yesterday with a view of again joining the Central Government.

Yen's Family in Peking.

PEKING, March 19.

Yen Hsi Shan's family arrived at Shihchiachuang yesterday. They are due in Peking to-day.

It is believed, however, that Yen Hsi Shan will remain at his headquarters at Taiyuanfu for the present.

The Nanking organ, *Hua Pei Jih Pao*, was not published this morning, as it was forcibly closed yesterday.

KUOMINCHUN TROOPS MOVE SOUTH.

THREAT TO HANKOW.

According to a Chinese telegram message from Shanghai, fighting in North China is expected to start within a week. Feng Yu Hsiang, who was back in Shensi from Taiyuan a week ago, and will lead the Kuominchun forces, has appointed Sun Liang Cheng, Sung Chieh Chun, Peng Ping Hsun, Sun Lien Chung and Chang Wei Sai as commanders of the five Kuominchun columns who will attack the Nanking troops in Honan and Hupeh. It is reported from Hankow that over 100,000 Kuominchun forces are advancing towards Siangyang in Western Hupeh and along the Peking-Hankow Railway respectively with Hankow as their objective.

What Will Manchuria Do?

Much speculation is centred on the possible attitude of Chang Hsueh Liang, the Governor of the Three Eastern Provinces. So far Chiang has not promised to help either Chiang or Yen, but as the development of the present situation will vitally effect Manchuria, he is keenly watching the situation. Recently, he sent three brigades of Fengtien troops to Shanhaikwan on the Great Wall, between Fengtien and Chihli and these troops will, it is understood, occupy Peking and Tientsin when fighting breaks out. It is probable that Chang will remain neutral.

YEN AS GENERALISSIMO.

PROVISIONAL GOVERNMENT IN PEKING.

[THROUGH REUTER'S AGENCY.]

PEKING, March 19.

This evening the vernacular papers state that Yen Hsi Shan will come to Peking about March 24 to establish his headquarters as Generalissimo and also possibly to set up a provisional government shortly.

Return of Wu Pei Fu.

NANKING, March 19.

The official Central News Agency states that Yen Hsi Shan is planning to establish an independent Government in Peking, and has invited Wu Pei Fu to become War Minister, Tuan Chi Jui Minister of the Interior and Liang Shih Yi Finance Minister.

LIKIN AND RAILWAY REVENUE.

[THROUGH REUTER'S AGENCY.]

NANKING, March 19.

With a view to the abolition of likin next October, the Ministry of Railways recently suggested that the Finance Ministry should instruct the Customs Administration to take over the service of the Hu Kuang and Tientsin-Pukow Railway loans, which are at present secured by likin, in similar taxes. It is understood that the matter is under consideration by the Finance Ministry.

COAL BILL DEBATE.

GOVERNMENT DEFEAT IMPROBABLE.

LIBERALS TO ABSTAIN FROM VOTING.

[THROUGH REUTER'S AGENCY.]

LONDON, March 19.

The anxieties aroused by the threat of the defeat of the Government on Thursday's critical division on the Coal Mines Bill have been considerably lessened, owing to the decision of the meeting of the Liberal Parliamentary Party to abstain from voting with the Conservatives on vital amendments in order not to embarrass the Government during the Naval Conference.

The Liberal decision applies to the division on Thursday only. The Party reserves freedom of action on the third reading stage of the Bill.

THE NEW TREATMENT FOR CANCER.

GLAND EXTRACT AS A PALLIATIVE: NOTHING MORE CLAIMED AT PRESENT.

[UNITED PRESS.]

WASHINGTON, March 13.—Dr. W. B. Coffey, of San Francisco, described to-day, before the Senate Commerce sub-committee, the beneficial effect of his supernal gland extract which has created a West Coast sensation in treatment of advanced cases of cancer.

He declared that while the extract is still in an experimental stage, it has been found to reduce pain immediately and in most cases completely to abolish pain within 48 hours of the first treatment.

Thereafter it apparently checks the growth of cancer tissues. Dr. Coffey suggested that appropriations should be made in order that the experiments with supernal gland extract may be carried to a conclusion. All money so appropriated should be devoted to research work, he said. It was his opinion that everyone seeking treatment would be encouraged by such a course.

Dr. John Humbert also described the extract, which is, he emphasized, neither a cure nor a treatment but simply an experiment at the present time.

RENDITION OF WEIHAIWEI ISLAND LEASE FOR TEN YEARS.

(Wah Tsz Yat Pao.)

SHANGHAI, March 19. It is understood in connection with the Weihaiwei issue, that the Central Government has promised to lease Liukungtao Island to the British for ten years. The island will be returned to China unconditionally when the time expires.

BIAS BAY TROUBLE.

ONLY OF MINOR IMPORTANCE.

[Wah Tsz Yat Pao.]

According to Canton Naval Headquarters the mutiny of troops at Bias Bay was a "minor affair." Everything is now quiet at the Bay, and the mutineers, whose number is not large, have fled.

It appears that among the company of marines quartered at the Bay, to suppress piracy, a number were captured "Ironsides."

On Friday last, these men, who formed less than half the company revolted, probably as a result of anti-Canton propaganda. They attacked headquarters, killed several officers and, commanding two tanks, fled to Hoiling and Lukfung. A number of troops have been sent to deal with them, and the Canton Government has instructed the authorities to do everything possible to get these men arrested.

GERMAN TRADE COMMISSION TO CHINA.

ARRIVAL IN CANTON NEXT MONTH.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 19.

The German commercial commission to China, consisting of Herren Heinrich Retzmann, G. Detmar, Carl Wendt, Radermacher, von Gotthard and Strewe, is expected to arrive in Canton about April 1. The commission is coming to China in response to an invitation by the National Government. The members have been selected by the different leading trade and industrial associations in Germany, and its main mission will be a study of industrial and commercial conditions with a view to developing some of the resources of the country. All the members of the commission are recognized leaders in trade and industry in Germany.

Sports News

TREVESSA TROPHY RACE.

JARDINE BOAT WINS BY FIVE MINUTES.

UNFAVOURABLE CONDITIONS.

The crew of the s.s. Mausing won the race for the Trevesa Trophy yesterday from six other starters. The course was over about six miles and the winner took just under the hour to complete the distance.

The course was from Channell Rock to Kowloon Docks and then to the Club, back again to Cust Rock Buoy and finish opposite the Club.

The result of the race together with the finishing times was as follows:—

1. Mausing (Jardines) coxed by Mr. H. G. Goddard. Finishing time 52 minutes and 7 seconds.
2. Kiang Chow (B. & S.) coxed by Mr. Daniels. Finishing time 57 minutes 32 seconds.
3. Hui Hang (Douglas) coxed by Mr. Lawson. Finishing time 58 minutes and 33 seconds.
4. Cheong Shing (Jardines) coxed by Mr. J. G. Boyle. Finishing time 63 minutes and 12 seconds.

Three other boats, two from the Wai Shing, coxed by Messrs. Petherick and de Melmont respectively and one from the Kiangsu, coxed by Mr. Williams, did not finish.

The Mausing's boat went well away at the start, with the Hui Hang's entry close up. The Cheong Shing was lying third and the remainder apparently found difficulty in getting into stride. One of the Wai Shing boats, it was noticed, lagged behind from the beginning and was out of the race almost from the word "Go."

Before long it was evident that the race had developed into a tussle among the leading three, the Mausing, the Hui Hang and the Kiang Chow. At Kowloon Dock there was not a very big gap between the Mausing, in the lead, and the Hui Hang, but after rounding the buoy near the dock, the Mausing drew away from the second boat and from that time onward never looked back, gaining more and more as the race progressed and eventually crossing the line five minutes ahead of the second boat.

Fight for Second Place.

A good race was seen between the Hui Hang and the Kiang Chow for second place. At the market boats opposite the Club, the Hui Hang was slightly in front of the Kiang Chow, but the latter made up a good deal of ground in the race to Cust Rock Buoy, actually getting there first. The Hui Hang again reduced the lead in the race home, but were not equal to it and returned third, being a minute behind the B. & S. boat.

All those who saw the race are agreed that the conditions for yesterday's race were far from conducive to good times as the boats had to face a strong head wind and also an obdurate tide in the earlier part of the race.

It becomes more obvious every year that boats which are equipped with good sails which are properly hoisted and trimmed have a great advantage especially in beating up to windward.

Mr. Goddard's Skill.

In giving away the trophy Capt. W. Davison, Marine Superintendent of the C.P.R., said that although they had only seven boats in yesterday's race as compared to 12 or 14 in the last year, they were treated to an excellent display of seamanship, the winner evidently knew the local currents and kept on a proper course all the time, and took advantage of the tides. Altogether his was a very creditable performance.

The crew of the Trevesa, as they all knew, accomplished an exceptionally fine feat covering a great distance by sea to bring their boats into port. The boats which took part in yesterday's race, were also handled in a seamanlike manner.

"The merchant service," said Capt. Davison, "are out to make money and the men are employed on the ship all the time and there is generally very little opportunity to get them out and exercise them."

Captain Davison pointed out that the winner, Mr. Goddard, was first home in the first race for the Trophy, but on that occasion had been disqualified on some technical ground. He had since made several other attempts to win the trophy and had at last accomplished his object. The speaker had great pleasure in handing the trophy to the representative of Messrs. Jardines.

Mr. P. Todd in accepting the trophy said he had great pleasure in keeping it until the next year. He was personally pleased to see that Mr. Goddard had succeeded in carrying off the trophy after several attempts.

(Continued at foot of next column.)

H.K.C.C. TENNIS TOURNAMENT.

PRINCIPAL MATCH UNFINISHED.

DOUR CHINESE STRUGGLE.

When Ng Sze Kwong and Ho Ka Lau met yesterday in the third round of the Open Singles Championship of the Colony for the right to meet E. C. Fincher, speculation ran high as to who would win. The latter has the credit of beating the former last month in the Chinese Recreation Club's Tournament in which Ng Sze Kwong had not been beaten for some fifteen years. Ng also holds the distinction of never having been knocked out by any Chinese in the Open Singles Championship of the Colony.

A large crowd turned up to watch them saw Ng Sze Kwong uphold his reputation. He drew first blood, and when he took the first two sets without being extended, it appeared that he had the match in hand. Ho Ka Lau, in those two sets, failed to find his proper touch, and although he matched Ng Sze Kwong very closely in the first set, his shots lacked sting, with the result that Ng Sze Kwong could return them, with ease. Ho Ka Lau played at random and did not shine at attack, his attempts at surprising his opponent by drop shots failing badly. Both played cautiously from the start, taking little risk. Ng secured a lead of 4-2, which Ho levelled. Ng led again by 4-2 and 6-4, securing the first set at 7-5. He then showed up advantageously in the second set, and asserting himself outplayed Ho in all departments of the game.

A Change.

Ho Ka Lau came into the picture in the third set, in which he immediately secured a lead of 4-1, by forcing the pace. His forehand drives showed an appreciable improvement and he won important points at various stages by fine court drives. Then followed the most interesting stages of the match. Ng Sze Kwong, adopting the chop strokes, which he employed accurately, soon had Ho Ka Lau worried. He gradually regained the ascendancy and was deservedly applauded for bringing the scores level. Ho Ka Lau forged ahead at 5-4, but dropped the next game. In the course of the eleventh game, Ng Sze Kwong developed cramp, which affected him for the rest of the match. Ho Ka Lau maintained his improvement, and succeeded in winning the set at 8-6.

Despite physical handicap, Ng Sze Kwong held Ho Ka Lau in the fourth set, levelling after losing the first two games. The latter led by the odd game, until 4-1, when Ng gained the lead for the first time, but could not convert his advantage. He had another opportunity at 6-5 in his favour, with the same result. Both took a great deal of risk at this stage, and it was anybody's set. Eventually, however, Ho Ka Lau secured it at 9-7. Failing light prevented further play.

Handicap Doubles.

In the Handicap Doubles, O. E. C. Martin and H. J. Armstrong (owe 15) met Rev. Dean Swann and L. Forster (owe 3/6) in another unfinished match, each pair taking a set.

RESULTS.

Handicap Singles "A." Capt. Etherington (ser.) beat S. E. Green (owe 15/2), 6-4, 6-2.

Handicap Singles "B." H. Graves (rec. 4/8) beat F. H. Ashworth (rec. 2/8), 6-4, 6-0.

Handicap Doubles. J. D. Humphreys and R. H. Wild (rec. 2/8) beat J. H. Collis and V. R. Gordon (rec. 4/8), 6-3, 8-1.

TO-DAY'S MATCHES.

Open Singles.

M. K. Lo v. C. A. L. Rumjahn. Kong Too Cheung v. Chiu Chun Chiu.

Handicap Singles "A." L. Forster (owe 15) v. J. A. Summers (rec. 3/8).

Handicap Singles "B." M. D. Scott (ser.) v. A. F. Judd (ser.).

Handicap Doubles. F. A. Redmond and H. Owen Hughes (owe 15/2) v. H. Nijhoff and H. Le Sueur (ser.).

The proceedings closed with three cheers for Captain Davison, and three more, and a tiger, for the winner.

The Officials.

The umpires were as follows:—Commodore R. S. Hill, R.N. Comdr. J. B. Newhill, R.N. Mr. A. L. Shields. The starters were as follows:—Capt. W. Davison Mr. C. E. L. Grist Mr. R. J. Vernal Mr. M. L. De Ville.

LOCAL FOOTBALL.

Yesterday's games resulted as under:—

HONG KONG LEAGUE.

Division II.

Ewo, Chinese 3 S. China "B" 1
University 2 H.K.F.C. Res. 2
K.F.C. Res. 1 Athletic "B" 1
* Not played.

The senior league game down to be played at King's Park between the Club de Recreio and Kowloon F.C. was not played. Mr. T. G. Stokes and the Kowloon players turned out but the Club de Recreio failed to turn up. It is understood that the defaulting team sent a message during the afternoon that they were unable to field a team against Kowloon.

EWO v. SOUTH CHINA "B."

Lai Hing Cheung, the old South China goalkeeper turned out for Ewo against South China "B" on the Caroline Hill ground. The game was keenly contested throughout. Ewo made a good goal for when attempting to clear by sending the ball into his own goal.

Kam Sik Wai opened the score for Ewo and before the interval, Ho Yan Tin scored a second goal. Half-time: Ewo 2, South China "B" 0.

South China had more of the game in the second half, the display of Lau being outstanding. Tang Kon Sing scored Ewo's third goal. From a free kick for South China, Al Lee Hang sent in a hard shot and Lau turned the ball into his own goal.

Result:—Ewo, Chinese 3
South China "B" 1

UNIVERSITY F.C. v. H.K.F.C. RESERVES.

These teams met on the St. Joseph's ground, the result being a draw of two goals all. Fifteen minutes after the official time for kicking off, the teams lined out. The Club attacked from the start and took the lead through Hynes. Khe levelled up for the University and before the interval, Peers scored for the Club.

Half-time: H.K.F.C. Reserves 2, University F.C. 1.

The second half was evenly contested. Ling scoring for the University. The Club had hard luck when Smith sent in a fast shot, the ball striking the underside of the bar and rebounding to play.

Result:—H.K.F.C. Reserves 2
University F.C. 1

FRIENDLY MATCHES.

KOWLOON F.C. v. CHINESE ATHLETIC "B."

Kowloon fielded a team composed of senior and junior players and played a friendly game with Chinese Athletic "B" who had turned up on the Railway ground to fulfil their league fixture but were unable to do so as Kowloon F.C. Res. could not field a team. Simpson opened the score for Kowloon and before the interval, T. Pile added to the score.

Half-time: Kowloon F.C. 2, Chinese Athletic "B" 0.

The Chinese Athletic had more of the game in the second half and scored through Sui Kam Chai. Kowloon failed to add to their half-time score. Eastman left the field with an injured ankle during the second half.

SOMERSET L.I. DEFEAT A SELECTED TEAM.

Yesterday on the Hong Kong F.C. ground, a friendly game was played between a chosen team, which included three of the Argyle and Sutherland Highlanders; and the Somerset L.I. The match was arranged by the selectors of the team to represent Scotland in the final of the Sunday Herald Charity Cup competition against the Chinese on Saturday next. The game ended in a win for the S.L.I. by the odd goal in five. The teams took the field as under:—

The Selected team:—G. Rodger (H.K.F.C.); Jones (H.M.S. Kent) and Bayly (A. & S.H.); Gilchrist (H.K.F.C.); O'Connell (H.K.F.C.); and McBride (H.K.F.C.); Bell (H.K.F.C.); Manson (A. & S.H.); (Navy) and Scott (H.K.F.C.).

Somerset L.I.:—Hall; Huihui and Hayward; Troth, West and Harris; Rayson, Guest, Early, Bewley-Bull and Eviitt.

The Somerset had the better of the middle exchanges but found Jones a tough one at back. Corners fell to both sides, but on the whole the play was not very exciting and the selectors task was not made any easier by the standard of play.

The first goal was scored by the S.L.I. Bewley-Bull receiving well out cut in between the backs and sent in a fast rising shot, the ball striking the underside of the bar. McBride arrived just as the ball hit the ground and in attempting to clear made a goal certain by sending the ball into the net.

A peculiar shot by McBride gave the team the equaliser. Hall left his goal to clear from McBride who (Continued on next column.)

CRICKET.

CIVIL SERVICE TEAMS FOR SATURDAY.

The following have been selected to represent The Civil Service Cricket Club in their matches on Saturday:—

1st Eleven v. H.K.C.C. (League) at H.K.C.C. ground:—B. D. Evans (Captain), F. J. de Rome, J. E. Richardson, E. W. Hamilton, E. E. Holdman, S. Balfour, D. R. Kelly, D. M. McDougall.

2nd Eleven v. H.K.C.C. (Friendly) at S.C.C. ground:—F. E. Booker (Captain), R. S. W. Pater-son, H. F. Harper, R. R. Davies, W. H. Freeman, H. E. Strange, W. H. Edmonds, E. Himsforth, J. F. Willmott, R. G. Robertson, V. Chittenden.

RECREIO v. K.C.C.

The following will represent the Recreio in a friendly match against the K.C.C. on Saturday at King's Park:—L. J. Gutierrez, H. A. Alves, H. A. Barros, H. M. Navier, F. J. Remedios, D. P. Xavier, M. F. Pina, J. H. Figueiredo, C. M. Sousa, A. P. Pereira and F. H. Carvalho.

HOCKEY.

CLUB "A" v. H.M.S. TAMAR.

The following will represent the Hong Kong Hockey Club "A" XI in their match with H.M.S. Tamar to-day at 5 p.m. at King's Park:—W. B. Borrowman, J. W. Arber, A. Rankin (Captain), J. West, Major A. R. Botelho, E. R. West, Major Kerrieh, D. M. Macdougall, T. R. Rowell, L. G. Frost and R. W. Sapsed.

CLUB DE RECREIO v. Y.M.C.A.

The following will represent Club de Recreio in a hockey match against the Y.M.C.A. to-day at 5 p.m. sharp at King's Park ground:—H. Barros, H. J. Noronha, R. Silva Netto, H. A. Noronha, F. Barros, E. V. Ribeiro, J. A. de V. Soares, A. A. Remedios, A. M. Xavier, C. d'Almeida e Castro, A. P. Eea da Silva.

GIRL "SLAVES" OF GOLF.

MISS LEITCH EXPLAINS WHY SHE RETIRED.

Miss Cecil Leitch, the woman golf champion, discussing her retirement from competitive women's golf, said:—

"When I first began to play in championships a woman golfer had to play only occasionally in big events, and she could enjoy her game. To-day, if you look at the engagement calendar of any woman golfer who takes her game seriously, you will see that she has more engagements than she knows what to do with."

"I disliked being 'tied.' If I undertook to play on one occasion I had to undertake to play on another, one could not refuse without feeling that one might give offence. This meant that my time was never my own."

"I have always preferred friendly golf. I have no feeling about the forthcoming American women's invasion of England. I think the international factor ought not to enter into sport. Let the best golfer win. I do not mind if the American women beat our English golfers if they are better players."

"It was stated that although Miss Joyce Wethered, who won the British Women's title last year after sensational final against Miss Glensie Collett, the American champion, would not play in this year's championship, she had not definitely retired from big golf."

was well away to the right but the latter scored the ball past Hall and it entered the net. There was no further scoring before the interval.

Hall was called upon to clear his charge early in the second half, Sorbie getting through and shooting from close range. Rayson was often dangerous and Rodger had a busy time watching the winger. The S.L.I. had most of the game but the defence was safe until Gilchrist handled in the penalty area. Bewley-Bull took the spot kick and gave drive.

In less than a minute the ball was resting in the net at other end. Scott sent over and the S.L.I. defence got mixed up and Bell getting the ball during the scramble, beat Hall from close range. With the score two all, the teams played up strong—and Sorbie beat hard luck with a header. Rayson went down the wing and running round Bayly sent across, Early unmarked close in turned the ball into the net to again give the S.L.I. the lead.

The final whistle sounded shortly after with the score, Somerset L.I. 3, Selected Team 2.

KOWLOON RESERVES v. NAVY RESERVES.

The following have been selected to represent the Kowloon 2nd XI against the Navy on Kowloon ground on Saturday:—Campbell, Green, Hargreaves, Seddon, Hawke, Morgan, Hannan, Moore, King, Dixon, Bickford. Reserves: G. H. White.

£15 HORSE WINS EIGHT RACES.

RECORDS BROKEN FOR NEW OWNERS.

A horse bought in Ireland as a yearling for about £15 won his eighth successive handicap steeple-chase off the reel at Lingfield last month.

Gib, this wonder horse, is owned by two prominent members of the London Stock Exchange, Mr. Ben D. Davis and Mr. Albert Bendon.

His history is a romance. Mr. Bendon, an old hand in racing, wanted his younger business partner, with whom he has been associated thirty years, to revive the colours which the late Mr. Joe Davis, Mr. Ben Davis' uncle, had registered when running Hurst Park racecourse.

Valuable Prize.

Several purchases were made, and then, eleven months ago, Mr. Bendon bought the Earl of Fingall, then Lord Killen, the well-known amateur who always rides in spectacles, £2,000 privately to secure Gib, to carry Mr. B. D. Davis' colours.

It was Lord Fingall who originally bought the horse for £15. Gib's victory last month, which in all probability broke all existing Turf records, was in the valuable Troystown Handicap Chase. Gib gave odds, and a six lengths beating to the Grand National winner Gregalach, to which older jumper Easter Hero is set to concede 7 lbs. in the Grand National next month.

SERGEANT'S 1,500 FEET LEAP.

TRAGEDY OF AN UNOPENED PARACHUTE.

A drama in the air in which a pilot leaped 1,500 feet from his airplane was described at an inquest at Kenley aerodrome on Sergeant Fell, R.A.F. Fell wore a parachute which did not open. A verdict of "Accidental Death" was recorded.

Flight-Lieut. Charles F. Trunch said that he saw Sergeant Fell fly round and round. He added:—

"I saw that something was jamming his control in the back seat, and I imagined that the parachute or something was loose. I flew up alongside him and made signs to him to perform certain evolutions which would drop the parachute out of the back seat. He understood what I told him to do, and tried to loop, but did not succeed."

"Finally he made a sign to me that he was going to jump. I indicated to him to climb with me, and he followed me to a height of about six thousand feet. I flew towards Epsom Downs, thinking that would be the best place for a jump."

"Suddenly he left me and dived down in perfect control about four thousand feet. Then his machine went out of control."

The coroner: Did Fell's parachute act?—No, indeed opened.

Lieutenant Trunch said that later he examined the parachute and found that Fell had not pulled the cord.

The coroner, summing up, said that another inquiry was proceeding, and it was for the jury to say whether or not Fell met his death accidentally.

"MANSERVANT" IN PETTICOATS.

YOUNG MAN'S MASQUERADE AS HOUSEMAID.

An unusual, and in some respects amusing, story was unfolded at High Wycombe Police Court recently, when Percy Douglas Baines, an old public school boy and ex-Army officer, was charged with being found in a dwelling house for an unlawful purpose and offering himself as a female servant with a false character.

The story began when Colonel James advertised for a gardener, chauffeur or house-chauffeur, and subsequently interviewed a pretty housemaid, Phyllis Baines, whom he engaged to take up duties on January 23. The duties were to drive a motor-car and be useful in the house.

Colonel James stated in evidence that he found his new "housemaid" extremely useful and very agreeable, except on one occasion, when "she" "made a mess of an omelette."

"He was astonished when, on February 1, the police visited his house and took Baines into custody."

Size Puzzle.

It was revealed that Baines had, while in Colonel James' service, occupied the same room as another housemaid, and had himself fixed up a curtain to secure privacy.

A large quantity of women's clothing which was found was explained by the fact that Baines, when buying it, was not sure of his size, and had, therefore, a number of garments which would not fit.

Baines was found, when the police called, wearing a wig of bobbed hair with little curls, and admitted his identity.

Evidence was given that his father and brothers were successful professional men, but that he had been unsuccessful, and came to the (Continued on next column.)

HAUNTED IDOL OF SOUTHEAST.

CHINESE "GOD" BRINGS TROUBLE AND RUIN.

Secluded in a shed in a remote street in Southend-on-Sea lies a Chinese alabaster idol, which according to an imaginative London journalist has brought ruin and distress on all who have owned it.

It is known as "The Haunted Idol of Southeast," and has been for several years in its present hiding-place. Nobody claims it, nobody wants it; removal people in the neighbourhood refuse to touch it.

Auctioneers who have been asked to include the "idol" in their sales have flatly refused, and now the question remains—who will take the beautifully carved statue, which though perhaps worth a fortune, cannot even be given away?

Mr. T. Baker, in whose shed the haunted statue rests, described it to me, writes a correspondent of the *Referee*, as the most tragic of all finds ever made on any seashore. He spoke with feeling, for ownership of the statue has brought him a train of amazing misfortune.

A mysterious woman came to Southend many years ago with a heavy handbag and hired a boat to take her far off into the open sea. She told the boatman that she intended to get rid of her bag, which contained a haunted idol, whose possession had brought ruin to her family and to herself, and begged him to throw the heavy package into the sea and never to mention her story to a living soul.

The boatman obeyed her orders and received a handsome reward for his services from the mystery woman, who afterwards disappeared and never returned.

Retrieved from the Sea.

But a few days later the curiosity of the boatman got the better of his doubts. Along with a few friends he returned to the spot where the bag had been sunk and succeeded in retrieving it by grasping from the bottom of the sea. He and his friends tossed to find who would own the mysterious idol, and the choice fell on Mr. Baker.

He took home the statue and stood it on the mantelpiece of his dining-room. Since that day distress and misfortune have fallen upon him. His son was drowned, his daughter was the victim of a mysterious illness, and he himself was prosecuted for killing a child while driving his taxicab, and has never had another day of happiness.

Even the Cat!

While the haunted idol was in the dining-room all clocks refused to go, and seemed to be seized by a secret paralysis. Even the home cat became restless and morose. The family dreaded to touch it.

Then, fortunately, the idol fell from a shelf and its top was broken. It was removed to an adjoining shed, and that seems to have been the end of the unlucky spell, although there can be no peace of mind in the household with the evil idol so near.

Mr. Baker has tried hard to dispose of the statue, and is only hoping that someone will one day take it away and thus allow peace to enter his home again.

In the meantime, nothing in the world would induce him to approach the statue, or even less to touch it.

conclusion that he would be able better to get a situation as a woman than as a man.

The first charge was dismissed, and Baines was fined £5 and ordered to pay £1 3s. 6d. costs on the second one.

He drove away from the Court to London in a motor-car.

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NAVAL BOUNTIES.

SALVAGE AND PIRACY AWARDS.

The following award of salvage money is now ready for distribution in the department of the Accountant General of the Navy.

Salvage of s.s. *Change* on October 13, 1929, by H.M. Tug *Cerberus* (Hong Kong).

The following are the amounts due to individuals in the various classes:—

Class	£	s.	d.
5th class	2	12	1
6th	1	19	1
7th	1	11	3
8th	1	6	0
9th	1	0	8
11th	0	13	0
12th	0	7	10
13th	0	3	2

CAPTURE AND DESTRUCTION OF PIRATES.

An award for the capture and destruction of pirates by H.M. S.M. L.4 on October 20-21, 1927, is now ready for distribution in the department of the Accountant General of the Navy.

Application on behalf of the officers and men concerned should be made on form S.540, from the ships, etc., in which they are now serving.

The following amounts are due to individuals of the various classes:—

Class	£	s.	d.
3rd class	7	13	2
5th	5	2	1
7th	3	1	4
8th	2	11	1
9th	2	0	10
10th	1	10	8
11th	1	5	6

AMERICAN NAVY AND AVIATION.

DISPUTE IN SENATE OVER RESIGNATION OF NAVAL AVIATOR.

[UNITED PRESS.]

Washington, March 13.—Senator Millard E. Tydings, of Maryland, introduced a resolution to-day calling for an investigation as to why the United States is lagging in naval aviation, and also for an inquiry into the reason for the sudden resignation of Lt. Alford Williams, Schneider Cup pilot, who left the Navy when ordered to sea for three years recently.

Pointing out that Lieut. Williams was a "crack speed pilot" Senator Tydings declared that he was generally acknowledged to be pre-eminent as a naval pilot in this country.

At the time he was ordered to sea, Lieut. Williams was working upon a type of plane in which the Navy is deficient, according to Senator Tydings.

The Senator also demanded an inquiry into conditions surrounding the type of United States Navy speed aeroplanes, and their comparability with the fast pursuit and bombing aeroplanes of other nations.

The inquiry might, it was intimated, developed along lines similar in some respects to that concerning the court-martial of General Wm. B. Mitchell, who was reduced in rank and finally forced out of the Army after writing and uttering heated criticisms of the aviation service and demanding that it be made a special branch separate from the Army and Navy.

The whole situation will be aired when the Navy Appropriation is brought up for debate.

TRIPLE MURDER IN STRAITS ISLAND.

CHINESE SQUATTERS DONE TO DEATH.

A ghastly triple murder in which two Chinese women and a man were the victims was committed at Pulau Ubin, an island in the Straits of Johore.

No solution to the brutal crime has yet been found but the police are making vigorous inquiries.

According to information gathered by a *Straits Times* representative, the murders were committed sometime between 7.30 and 9 o'clock at night in that portion of the island known as Bukit Macao, inhabited mostly by Chinese squatters.

A small Chinese sundry goods shop which is in the vicinity of the squatters was the scene of the crime. The proprietor of the shop left his premises about 7.30 to visit another shop in another locality, but when he returned an hour and a half later he was confronted with a terrifying spectacle.

Lying on the verandah of the shop in a large pool of blood was the dead body of one of the women inmates of the house.

The woman had evidently been attacked with a knife and mutilated.

Jewellery and Cash Missing.

A further gruesome spectacle awaited the shop keeper. On going into the living rooms at the rear of the shop he found a man lying dead with a terrible cut over the heart. This man was a lodger. On a bed nearby was the third victim, the wife of the shop keeper himself. This woman was also mutilated and the bed itself was one mass of blood.

The Geylang Police were called in and Inspector Higgins crossed the straits to the island. No motive for the crime has yet been ascertained but there is a suspicion of robbery as, according to the shop keeper, jewellery and cash to the value of \$400 is missing.

It is amazing that the squatters living in the neighbourhood can throw no light on the crime. They heard no cry, and according to themselves, are sublimely ignorant of the whole affair.

A number of Chinese living on the island have been detained by the police for inquiries.—*Straits Times*.

BANDITS IN LONDON.

POSTMAN HURT AND CAR WRECKED.

An alleged attempt by car bandits to break into a City jeweller's shop, and the wrecking of their car during an effort to escape, was described at the Guildhall Police Court, when two men appeared in the dock before Alderman Sir Stephen Killick.

Reginald Burton, thirty, and Charles Barwick, twenty-two, were charged with attempting to break into the shop of Mr. D. C. Davidson, in St. Swithin's Lane, E.C., by smashing a plate-glass window with a hammer with intent to steal. They were also charged with being found by night and having in their possession house-breaking instruments.

There was a further charge against Barwick of driving a motor car in a manner dangerous to the public in Princes Street, and causing bodily harm to John Bradham, and also with failing to stop when called upon to do so.

Police-constable Rashbrook said that about eleven thirty-five p.m. he saw a motor-car enter St. Swithin's Lane from Cannon Street, and he stepped into a doorway. Two men were in the car, the hood of which was up. The car stopped outside the shop of Mr. Davidson. Burton got out and walked to the window and struck it.

Policeman's Struggle.

"Blowing my whistle," went on the constable, "I ran towards Burton, who saw me and started to run towards Lombard Street. I closed with him, and in the struggle we fell into the road, and Burton dropped these two hammers. When we fell the car went off, and jumped on to the pavement to avoid me. The car proceeded at a terrible rate up St. Swithin's Lane, and turned left towards the Bank."

Police-constable Frederick Smith stated that he was in Princes Street when he heard police whistles and saw a car being driven on the wrong side of the road. Bradham, who was in postman's uniform, was in the road and was knocked down and run over by the car, which did not stop.

"I faced the car," said the constable, "and shouted 'Stop!' As the car did not slacken speed I drew my truncheon and threw it at the windscreen, which I believe it struck. I blew my whistle, and followed the direction of the car. It turned left into Lothbury, and on turning crashed into 60, Grosvenor Street, and was abandoned."

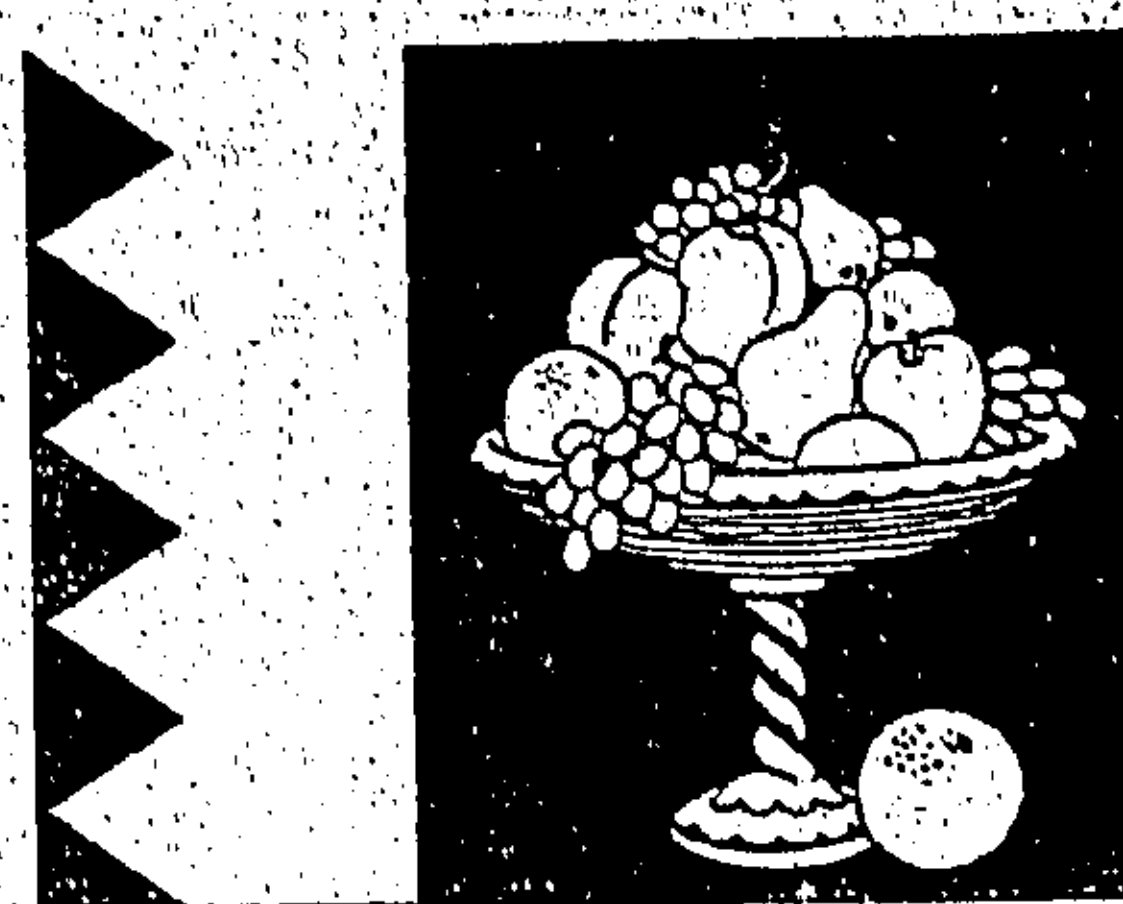
The constable said that later he found Barwick crouching under a wooden staging in White Horse Yard. His face was splashed with blood and he was without a hat. He said a car had hit him.

Neither prisoner, respectively dressed young men, had anything to say, and they were remanded.

PASSENGERS.

Departures.

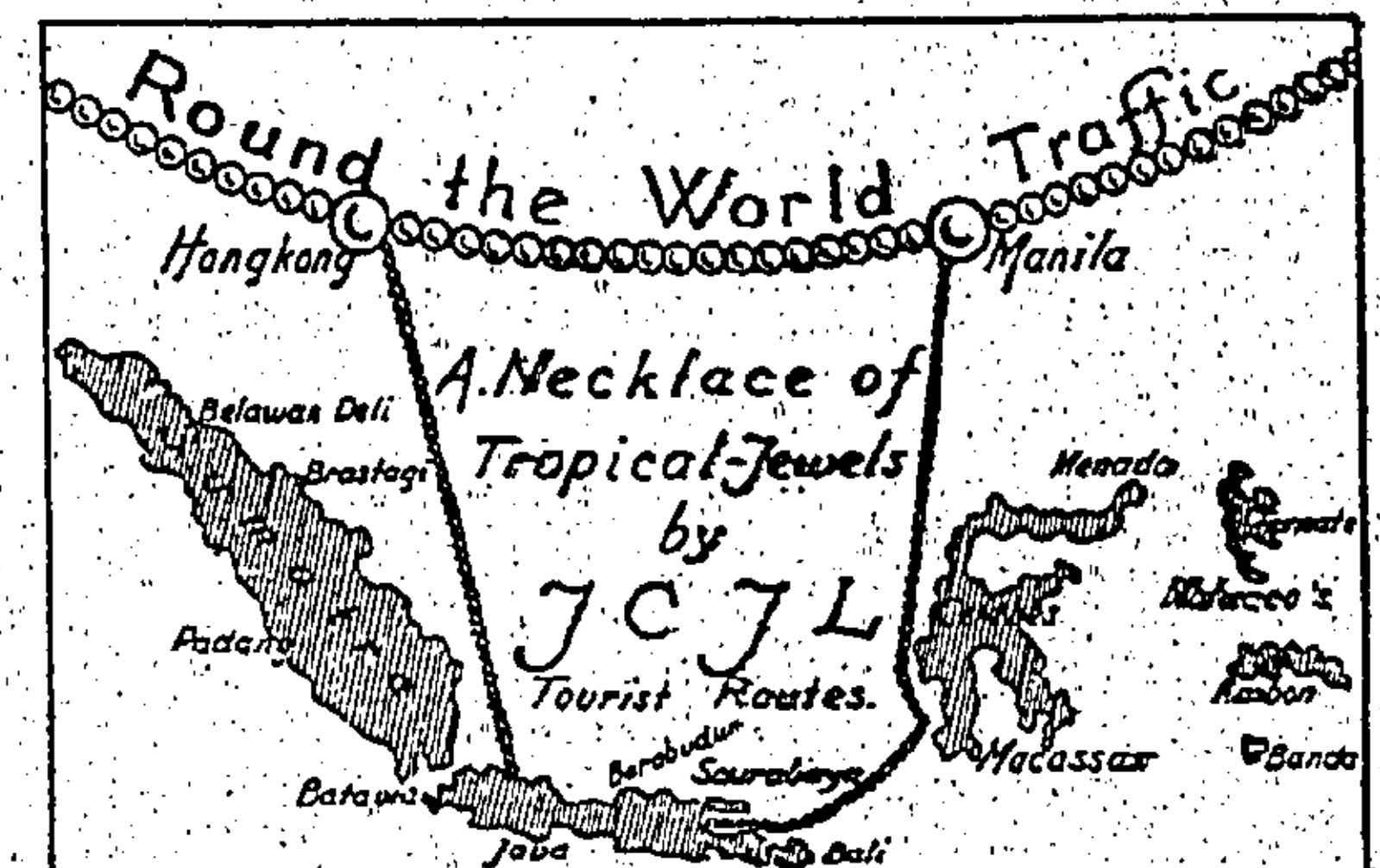
The following passengers left by the s.s. *Empress of Canada* yesterday for Shanghai and Vancouver:—
Mrs. E. W. Andrews, Mr. B. Angus, Mrs. Chundiande Artieda, Mr. and Mrs. E. L. Arnold, Mr. and Mrs. H. C. Amos, Mr. B. D. F. Beith (family), Mr. Boothby, Mr. and Mrs. H. A. Burgess, Mr. M. Bolton, Mr. P. C. Bann, Miss Doris Bennett, Mrs. J. Boyes, Mr. J. Bullock, Mr. Henry B. Bradley, Mr. P. W. Blackwell, Mr. J. A. Black, Mr. and Mrs. Geo. Beeching, Mr. Bowah Yen, Miss Alice S. Coffin, Mr. and Mrs. A. J. Chisholme, Mr. and Mrs. S. W. Childs, Lady Chatter, Miss Chow, Mr. E. E. Chipp, Mr. and Mrs. Chan Chung Chai, Mr. W. H. Choy, Mr. and Mrs. M. C. Chow, Mr. Y. M. Chang, Mr. and Mrs. W. L. Le Count, Mr. Chan Chi Kwong, Mrs. Chan, Mr. Kwong, Mr. Chan Wah Po, Mr. M. L. Chan, Dr. Chadwick, Mr. and Mrs. F. Carew, Mrs. Courtney Chitney, Master Courtney Chitney, Miss M. M. Church, Mr. P. Colada, Mrs. Chau Wun Yin, Mr. Chiang Chin Fong, Mr. Chung Ngeh Wan, Mr. and Mrs. V. S. Chang, Mr. K. Chan, Mr. Chang Tik Fun, Mr. Chang Tuk Fan, Mr. and Mrs. T. H. Diehl, Mrs. E. Davidson, Mr. and Mrs. H. B. Daniels, Miss D. M. Dodds, Mr. M. H. Dodge, Mr. and Mrs. Douglas, Miss C. Elizabeth, Mr. and Mrs. Elzalde, Mrs. H. van Elster, Mr. W. Eckert, Mr. and Mrs. C. A. Findlay, Mr. Fenton, Mr. and Mrs. Fan Wah Sang, Mrs. Fung, Miss Fung, Mr. H. Fujio, Mr. J. H. Green, Major R. E. Goddard, Mr. A. P. Gallant, Mr. A. G. Hills, Mr. H. Hampton, Mr. Fran R. Hasse, Mr. Jack Ho, Mrs. G. H. Heyward, Mr. W. J. Hawker, Mr. J. B. Hawker, Mrs. Heung Che Fong, Mr. A. J. Harvey, Mr. R. K. Hapburn, Mr. A. H. E. Hallway, Mrs. D. Johnson, Mrs. K. Kidney, Miss C. Kane, Mr. and Mrs. H. D. Kee, Mrs. J. Knox, Master G. Knox, Mr. and Mrs. Kan Hung Fei, Mr. Kwok Chak Lung, Dr. and Mrs. Lee, Lord Li, Mr. T. K. Lin, Miss Anna Lent, Mr. Lo, Tin Yau, Mr. C. W. Leung, Mr. E. Morrison, Miss L. Morrison, Mr. C. M. Mosger, Mr. and Mrs. R. F. Marpole, Mr. and Mrs. L. J. McIntyre, Mr. Marquis, Mr. and Mrs. F. R. Marsh, Mr. and Mrs. H. Maraden, Mr. and Mrs. G. McMurdo, Mr. J. F. Marquis, Mr. and Mrs. E. Nadler, Mr. S. Noguchi, Mr. Ng Ting Pun, Miss M. Ng, Master J. Ng, Mr. and Mrs. S. K. Ng, Mrs. S. B. Nye, Mr. T. T. Norris, Mr. A. Nissim, Mr. and Mrs. Ng Tee Kun, Mr. Ng Kin Chi, Mr. and Mrs. F. C. Peterson, Mr. R. F. Pirard, Rev. and Mrs. W. A. Pruett, Mr. and Mrs. P. W. Parker, Mr. and Mrs. C. P. Quan, Mr. E. L. Robinson, Mr. and Mrs. T. H. Robinson, Mrs. M. H. Roffey, Prof. M. H. Roffey, Mrs. A. E. Rook, Mr. A. Ravenscroft, Mrs. K. Shaw, Mr. M. W. Stonack, Mr. P. H. Suckling, Mrs. S. A. Seth, Mr. Lee S. Shun, Mr. Lee C. Shun, Mr. W. T. Stanton, Mr. and Mrs. Sun Kwong, Mr. Sun Pao Chi, Miss Sun, Mr. A. Spindler, Mr. J. Stewart Smith, Mr. and Mrs. Stebbins, Mrs. M. A. Smith, Miss J. Stoddart, Mr. J. W. Stafford, Mr. and Mrs. T. Simpson, Mr. and Mrs. C. P. So, Mr. A. H. Thoreux, Miss M. Tei, Mr. S. B. Townsend, Miss K. Townsend, Mr. G. S. Jong, Master Tang Bo Bo, Mrs. Tang, Rev. J. J. Toomey, Mrs. C. Toed, Mr. J. Tanabo, Mr. and Mrs. F. A. Upperton, Mr. and Mrs. Way, Mr. W. Watkinson, Mr. M. S. J. Walsh, Mr. D. Widowsen, Mr. L. C. Woo, Mr. P. Y. Wong, Mr. L. W. Walkinshaw, Mr. K. S. Weston, Major H. H. P. Whitley, Mr. and Mrs. A. A. Werner, Mrs. Wong Bar Fi, Mr. K. Watanabe, Mr. H. K. Woo, Mr. Yin C. Lu, Mr. Young Shong, Mrs. Yang She, Mr. Young Shong, Mr. Yang Po, and Mr. K. S. Yan.



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SOUTH BOUND

STEAMERS	FROM	EXTRACTED ON OR ABOUT	WILL LEAVE ON	FOR
TJIMANOEK	AMOT	24th Mar.	25th Mar., Noon	BATAVIA
TJIKARANG	S'HAL & AMOT	30th Mar.	1st Apr., Noon	MANILA, M'KAR & SOERABAYA
TJISALAK	AMOT	6th Apr.	8th Apr., Noon	BATAVIA
TJIBADAK	S'HAL & AMOT	13th Apr.	15th Apr., Noon	MANILA, M'KAR & SOERABAYA
TJISAROE	AMOT	20th Apr.	22nd Apr., Noon	BATAVIA

NORTH BOUND

STEAMERS	FROM	EXTRACTED ON OR ABOUT	WILL LEAVE ON	FOR
TJIKARANG	BATAVIA	25th Mar.	21st Mar., Noon	AMOT & S'HAL
TJISALAK	JAVA, MAKASSAR	2nd Apr.	31st Mar., Noon	AMOT & S'HAL
TJIBADAK	BATAVIA	12th Apr.	14th Apr., Noon	SWATOW & AMOT
TJISAROE	JAVA, MAKASSAR	19th Apr.	17th Apr., Noon	AMOT & S'HAL
TJISONDARI	BATAVIA	26th Apr.	28th Apr., Noon	SWATOW & AMOT

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ALEXANDRIA

Pres. Wilson Dollar, Mar. 23.
Pres. Van Buren, Dollar, Apr. 6.
Pres. Garfield, Dollar, Apr. 20.

AMOI.

Tjikarang, J.C.J.L., Mar. 21.
Yuenang, Jardine's, Mar. 21.
Kiangchow, B. & S., Mar. 23.
Haining, Douglas, Mar. 25.
Taiwan, B. & S., Mar. 25.
Taima, B.I., Mar. 25.
Haiching, Douglas, Mar. 27.
Resolute, Jebben, Mar. 28.
Antung, B. & S., Mar. 30.
Tjialak, J.C.J.L., Mar. 31.
Tjibadak, J.C.J.L., Apr. 3.
Shirala, B.I., Apr. 5.
Namsang, Jardine's, Apr. 8.
Tjisa-roca, J.C.J.L., Apr. 14.
Kutsang, Jardine's, Apr. 18.
Takliwa, B.I., Apr. 18.

ANTWERP.

Kamo Maru, N.Y.K., Mar. 23.
Asia, Manners, Mar. 23.
Menelaus, B.F., Apr. 1.
Katori Maru, N.Y.K., Apr. 5.
Africa, Manners, Apr. 9.
Nanking, Gilman's, Apr. 14.

AUSTRALIAN PORTS.

Tango Maru, N.Y.K., Mar. 23.
St. Albans, E. & A., Apr. 4.
Changte, B. & S., Apr. 18.

BALIO PORTS.

Asia, Manners, Mar. 23.
Africa, Manners, Apr. 9.

BALTIMORE.

Trentbank, Bank, Mar. 31.

BANGKOK.

Yingchow, B. & S., Mar. 22.
Hellas, Thoresen, Mar. 23.
Kiangau, B. & S., Mar. 23.
Helios, Thoresen, Mar. 30.
Kaying, B. & S., Mar. 30.
Hirundo, Thoresen, Apr. 6.

BEJAWAN DELL.

Frankfurt, Melchers, Mar. 23.
Cremer, J.C.J.L., Mar. 27.

BOMBAY.

Tottori Maru, N.Y.K., Mar. 27.
Rawalpindi, P. & O., Mar. 29.
Malwa, P. & O., Apr. 12.

BOSTON.

Tai Shan, Dodwell's, Mar. 20.
Pres. Wilson Dollar, Mar. 23.
Japanese Prince, Furness, Mar. 23.
Kako Maru, N.Y.K., Mar. 23.
Trentbank, Bank, Mar. 31.
Toba Maru, N.Y.K., Apr. 3.
Pres. Van Buren, Dollar, Apr. 6.
Neleus, Blue Funnel, Apr. 7.
Chinese Prince, Furness, Apr. 10.
Lisbon Maru, N.Y.K., Apr. 18.
Pres. Garfield, Dollar, Apr. 20.

BREMER.

Asia, Manners, Mar. 23.
Frankfurt, Melchers, Mar. 23.
Ramsey, Jebben, Mar. 25.
Trier, Melchers, Apr. 5.
Africa, Manners, Apr. 9.
Dessau, Melchers, Apr. 12.
Nanking, Gilman's, Apr. 14.

BRINDISI.

Col. di Lana, D'well's, Mar. 20.
Romolo, Dodwell's, Apr. 10.

CALCUTTA.

Tilawa, B.I., Mar. 20.
Yuenang, Jardine's, Mar. 25.
Akita Maru, N.Y.K., Mar. 29.
Taima, B.I., Mar. 30.
Takada, B.I., Apr. 1.
Kumsang, Jardine's, Apr. 3.

CEBU.

Nevada, S.S.S., Mar. 22.
Golden Sun, S.S.S., Mar. 27.
Texas, S.S.S., Apr. 4.
Bellingham, S.S.S., Apr. 6.
Nanning, B. & S., Mar. 22.

CHEFOO.

Kueichow, B. & S., Mar. 28.
Huichow, B. & S., Apr. 10.

COLOMBO.

Col. di Lana, D'well's, Mar. 20.
Kamo Maru, N.Y.K., Mar. 23.
Frankfurt, Melchers, Mar. 23.
Pres. Wilson Dollar, Mar. 23.
Chenonceaux, M.M., Mar. 25.
Ramsey, Jebben, Mar. 25.
Col. di Lana, D'well's, Mar. 27.
Tottori Maru, N.Y.K., Mar. 27.
Rawalpindi, P. & O., Mar. 29.
Katori Maru, N.Y.K., Apr. 5.
Trier, Melchers, Apr. 5.
Pres. Van Buren, Dollar, Apr. 6.
Duisburg, Jebben, Apr. 8.
Romolo, Dodwell's, Apr. 10.
Dessau, Melchers, Apr. 12.
Malwa, P. & O., Apr. 12.
Nanking, Gilman's, Apr. 14.
Sarpedon, B.F., Apr. 16.
Sauerland, Jebben, Apr. 19.
Pres. Garfield, Dollar, Apr. 20.

COPENHAGEN.

Asia, Manners, Mar. 23.
Africa, Manners, Apr. 9.

DALNY.

Chenan, B. & S., Mar. 23.
Teau, B. & S., Mar. 30.

DUTCH PORTS.

Kamo Maru, N.Y.K., Mar. 23.
Asia, Manners, Mar. 23.
Ramsey, Jebben, Mar. 25.
Menelaus, B.F., Apr. 1.
Duisburg, Jebben, Apr. 3.
Katori Maru, N.Y.K., Apr. 5.
Trier, Melchers, Apr. 5.
Africa, Manners, Apr. 9.
City of Tokio, Bank, Apr. 9.
Nanking, Gilman's, Apr. 14.
Sarpedon, B.F., Apr. 16.
Sauerland, Jebben, Apr. 19.

FOOCHOW.

Cheongshing, Jardine's, Mar. 22.
Haining, Douglas, Mar. 25.
Haiching, Douglas, Mar. 27.
Chipshing, Jardine's, Apr. 8.
Huichow, B. & S., Apr. 10.

GENOA.

Col. di Lana, D'well's, Mar. 20.
Keemun, B.F., Mar. 20.
Lyons Maru, N.Y.K., Mar. 20.
Pres. Wilson Dollar, Mar. 23.
Ramsey, Jebben, Mar. 25.
Resolute, Jebben, Mar. 28.
Duisburg, Jebben, Apr. 3.
Pres. Van Buren, Dollar, Apr. 6.
Dessau, Melchers, Apr. 12.
Lima Maru, N.Y.K., Apr. 14.
Nanking, Gilman's, Apr. 14.
Sauerland, Jebben, Apr. 19.
Onafa, B.F., Apr. 20.
Pres. Garfield, Dollar, Apr. 20.

GLASGOW.

Keemun, B.F., Mar. 20.
Sarpedon, B.F., Apr. 18.
Onafa, B.F., Apr. 20.

GOTHENBURG.

Asia, Manners, Mar. 23.
Africa, Manners, Apr. 9.
Nanking, Gilman's, Apr. 14.

HAIPHONG AND HOIHOW.

Yingchow, B. & S., Mar. 22.
Canton, M.M., Mar. 24.
Tonkin, M.M., Mar. 25.
Chekiang, B. & S., Mar. 27.
Chengtu, B. & S., Apr. 10.

HAMBURG.

Asia, Manners, Mar. 23.
Frankfurt, Melchers, Mar. 23.
Ramsey, Jebben, Mar. 25.
Menelaus, B.F., Apr. 1.

Duisburg, Jebben, Apr. 3.
Trier, Melchers, Apr. 5.

Africa, Manners, Apr. 9.
City of Tokio, Bank, Apr. 9.

Dessau, Melchers, Apr. 12.
Nanking, Gilman's, Apr. 14.

Sauerland, Jebben, Apr. 19.

HAVRE.

Keemun, B.F., Mar. 20.
Nanking, Gilman's, Apr. 14.
Onafa, B.F., Apr. 20.

HONOLULU.

Tenyo Maru, N.Y.K., Apr. 2.
Chichibu Maru, N.Y.K., Apr. 4.
Ginyo Maru, N.Y.K., Apr. 5.
Tatsuta Maru, N.Y.K., Apr. 14.

ILOILO.

Nevada, S.S.S., Mar. 22.
Golden Sun, S.S.S., Mar. 27.
Bellingham, S.S.S., Apr. 6.

JAPAN PORTS.

Lahn, Melchers, Mar. 20.
Tai Shan, Dodwell's, Mar. 20.
Aki Maru, N.Y.K., Mar. 21.
Bengal Maru, N.Y.K., Mar. 22.
Formosa, Gilman's, Mar. 22.

Ajax, B.F., Mar. 23.
Autolyus, B.F., Mar. 25.

Mirzapore, P. & O., Mar. 25.
Pres. Taft, Dollar, Mar. 25.

Taima, B.I., Mar. 25.
D'Artagnan, M.M., Mar. 26.

Hosang, D'well's, Mar. 26.
Fiume, Jardine's, Mar. 26.

Calcutta Maru, N.Y.K., Mar. 27.
Delhi, Gilman's, Mar. 27.

Glenbeg, Jardine's, Mar. 28.
Rajputana, P. & O., Mar. 28.

Talhybius, B.F., Mar. 29.
Kulmerland, Jebben, Mar. 29.

Hakone Maru, N.Y.K., Mar. 31.
Pres. McKinley, A.M.L., Apr. 1.

Tenyo Maru, N.Y.K., Apr. 2.
Venetia, Dodwell's, Apr. 2.

Chichibu Maru, N.Y.K., Apr. 4.
Mishima Maru, N.Y.K., Apr. 4.

Ginyo Maru, N.Y.K., Apr. 5.
Beltana, P. & O., Apr. 6.

Khyber, P. & O., Apr. 6.
Shirala, B.I., Apr. 6.

Namsang, Jardine's, Apr. 8.
Nellore, E. & A., Apr. 8.

Pres. Jefferson, A.M.L., Apr. 8.
Emp. of Russia, C.P.S., Apr. 9.

Malaya, Manners, Apr. 10.
Malaya, Manners, Apr. 11.

Pembroke, Jardine's, Apr. 11.
Tatsuta Maru, N.Y.K., Apr. 14.

Pres. Grant, A.M.L., Apr. 15.
Himalaya, D'well's, Apr. 16.

Lisbon Maru, N.Y.K., Apr. 16.
Saarland, Jebben, Apr. 18.

Kutsang, Jardine's, Apr. 18.
Takliwa, B.I., Apr. 18.

Isar, Melchers, Apr. 19.
Ixion, B.F., Apr. 19.

Siberia Maru, N.Y.K., Apr. 19.

JAVA PORTS.

Tjimanok, J.C.J.L., Mar. 25.
Tjikarang, J.C.J.L., Apr. 1.
Tjialak, J.C.J.L., Apr. 8.

LIVERPOOL.

Keemun, B.F., Mar. 20.
Lyons Maru, N.Y.K., Mar. 20.
Lima Maru, N.Y.K., Apr. 14.
Onafa, B.F., Apr. 20.

LONDON.

Kamo Maru, N.Y.K., Mar. 23.
Rawalpindi, P. & O., Mar. 29.
Menelaus, B.F., Apr. 1.
Katori Maru, N.Y.K., Apr. 5.

City of Tokio, Bank, Apr. 9.
Nanking, Gilman's, Apr. 14.

Sarpedon, B.F., Apr. 16.
Sauerland, Jebben, Apr. 19.

Pres. Garfield, Dollar, Apr. 20.

LOS ANGELES.

Bronxville, Thoresen, Mar. 20.
Tai Shan, Dodwell's, Mar. 20.

Pres. Taft, Dollar, Mar. 25.
Tenyo Maru, N.Y.K., Apr. 2.

Ginyo Maru, N.Y.K., Apr. 5.
Pres. Jefferson, A.M.L., Apr. 8.

MANILA.

Nevada, S.S.S., Mar. 22.
Pres. Wilson Dollar, Mar. 23.
Pres. McKinley, A.M.L., Mar. 25.
Ramsey, Jebben, Mar. 25.

Tango Maru, N.Y.K., Mar. 26.
Golden Sun, S.S.S., Mar. 27.

Emp. of Russia, C.P.S., Mar. 31.
Tjikarang, J.C.J.L., Apr. 1.

Duisburg, Jebben, Apr. 3.
St. Albans, E. & A., Apr. 4.

Trier, Melchers, Apr. 5.
Bellingham, S.S.S., Apr. 6.

Pres. Van Buren, Dollar, Apr. 6.
Duisburg, Jebben, Apr. 8.

Pres. Grant, A.M.L., Apr. 8.
Chinese Prince, Furness, Apr. 10.

Changte, B. & S., Apr. 18.
Emp. of Asia, O.P.S., Apr. 18.

MARSEILLES.

Lyons Maru, N.Y.K., Mar. 20.
Kamo Maru, N.Y.K., Mar. 23.
Pres. Wilson Dollar, Mar. 23.
Chenonceaux, M.M., Mar. 25.
Rawalpindi, P. & O., Mar. 29.
Mendana, B.F., Apr. 1.
Katori Maru, N.Y.K., Apr. 5.
Pres. Van Buren, Dollar, Apr. 6.
Malwa, P. & O., Apr. 12.
Lima Maru, N.Y.K., Apr. 14.
Sarpedon, B.F., Apr. 16.
Sauerland, Jebben, Apr. 19.
Pres. Garfield, Dollar, Apr. 20.

NAPLES.

Kamo Maru, N.Y.K., Mar. 23.
Pres. Wilson Dollar, Mar. 23.
Katori Maru, N.Y.K., Apr. 5.
Pres. Van Buren, Dollar, Apr. 6.

NEW YORK, BOSTON, etc.

Tai Shan, Dodwell's, Mar. 20.
Pres. Wilson Dollar, Mar. 23.
Japanese Prince, Furness, Mar. 23.

Kako Maru, N.Y.K., Mar. 23.
Trentbank, Bank, Mar. 31.

Toba Maru, N.Y.K., Apr. 3.
Nanking, Gilman's, Apr. 6.

Pres. Van Buren, Dollar, Apr. 6.
Neleus, B.F., Apr. 7.

Chinese Prince, Furness, Apr. 10.
Lisbon Maru, N.Y.K., Apr. 18.

Pres. Garfield, Dollar, Apr. 20.

NEWOWHANG.

Chenan, B. & S., Mar. 23.
Teau, B. & S., Mar. 30.

NORTH CHINA.

Lahn, Melchers, Mar. 20.
Formosa, Gilman's, Mar. 24.
Kulmerland, Jebben, Mar. 29.
Derfing, Melchers, Apr. 6.

OSLO.

Asia, Manners, Mar. 23.
Africa, Manners, Apr. 9.
Nanking, Gilman's, Apr. 14.

PANAMA.

Tai Shan, Dodwell's, Mar. 20.
Kako Maru, N.Y.K., Mar. 23.
Toba Maru, N.Y.K., Apr. 3.

Ginyo Maru, N.Y.K., Apr. 5.
Lisbon Maru, N.Y.K., Apr. 18.

PENANG.

Tilawa, B.I., Mar. 20.
Kamo Maru, N.Y.K., Mar. 23.

Pres. Wilson Dollar, Mar. 23.
Yuenang, Jardine's, Mar. 25.

Cremer, J.C.J.L., Mar. 27.
Tottori Maru, N.Y.K., Mar. 27.

Akita Maru, N.Y.K., Mar. 29.
Rawalpindi, P. & O., Mar. 29.

Talamba, B.I., Mar. 30.
Takada, B.I., Apr. 1.

Kumsang, Jardine's, Apr. 3.
Pres. Van Buren, Dollar, Apr. 6.

Malwa, P. & O., Apr. 12.
Nanking, Gilman's, Apr. 14.

Pres. Garfield, Dollar, Apr. 20.

PORTLAND.

Bronxville, Thoresen, Mar. 20.
Kentucky, S.S.S., Mar. 18.

Caucasian, Bank, Apr. 18.

RABAU.

Bremershaven, Melchers, end of March.

RANGOON.

Akita Maru, N.Y.K., Mar. 29.
Takada, B.I., Apr. 1.

Taima, B.I., Apr. 16.

SAIGON.

Chenonceaux, M.M., Mar. 25.

SANDAKAN.

Mausang, Jardine's, Mar. 23.
Huisang, Jardine's, Mar. 29.

St. Albans, E. & A., Apr. 4.

SAN FRANCISCO.

Bronxville, Thoresen, Mar. 20.
Tai Shan, Dodwell's, Mar. 20.

Kentucky, S.S.S., Mar. 22.
Pres. Taft, Dollar, Mar. 25.

Tenyo Maru, N.Y.K., Apr. 2.
Chichibu Maru, N.Y.K., Apr. 4.

Pres. Jefferson, A.M.L., Apr. 8.
Tatsuta Maru, N.Y.K., Apr. 14.

SCANDINAVIAN PORTS.

Asia, Manners, Mar. 23.
Africa, Manners, Apr. 9.
Nanking, Gilman's, Apr. 14.

SEATTLE.

Bronxville, Thoresen, Mar. 20.
Talhybius, B.F., Mar. 29.

Pres. McKinley, A.M.L., Apr. 1.
Mishima Maru, N.Y.K., Apr. 4.

Pres. Grant, A.M.L., Apr. 15.
Ixion, B.F., Apr. 19.

Siberia Maru, N.Y.K., Apr. 19.

SHANGHAI.

Lahn, Melchers, Mar. 20.
Tai Shan, Dodwell's, Mar. 20.

Aki Maru, N.Y.K., Mar. 21.
Taima, B.I., Mar. 21.

Tjikarang, J.C.J.L., Mar. 21.
Katori Maru, N.Y.K., Mar. 22.

Formosa, Gilman's, Mar. 22.
Nanning, B. & S., Mar. 22.

Ajax, B.F., Mar. 23.
Chenan, B. & S., Mar. 23.

Kwongsang, Jardine's, Mar. 23.
Suiyang, B. & S., Mar. 23.

Autolyus, B.F., Mar. 25.
Pres. Taft, Dollar, Mar. 25.

Shantung, B. & S., Mar. 25.
Taiwan, B. & S., Mar. 25.

Chakasang, Jardine's, Mar. 26.
D'Artagnan, M.M., Mar. 26.

Fiume, D'well's, Mar. 28.

SHANGHAI—(Continued).

Mirzapore, P. & O., Mar. 25.
Changtu, B. & S., Mar. 27.

Delhi, Gilman's, Mar. 27.
Glenbeg, Jardine's, Mar. 28.

Kulmerland, Jebben, Mar. 29.
Rajputana, P. & O., Mar. 29.

Tenn, B. & S., Mar. 30.
Kwaisang, Jardine's, Mar. 30.

Sinkiang, B. & S., Mar. 30.
Hakone Maru, N.Y.K., Mar. 31.

Pres. McKinley, A.M.L., Apr. 1.
Foonshing, Jardine's, Apr. 2.

Tenyo Maru, N.Y.K., Apr. 2.
Venetia, Dodwell's, Apr. 2.

Chichibu Maru, N.Y.K., Apr. 3.
Mishima Maru, N.Y.K., Apr. 4.

Beltana, P. & O., Apr. 6.
Derfing, Melchers, Apr. 6.

Rhyber, P. & O., Apr. 6.
Shirala, B.I., Apr. 6.

Derfing, Melchers, Apr. 8.
Pres. Jefferson, A.M.L., Apr. 8.

Emp. of Russia, C.P.S., Apr. 8.
Malaya, Manners, Apr. 10.

Pembroke, Jardine's, Apr. 11.
Tatsuta Maru, N.Y.K., Apr. 14.

Pres. Grant, A.M.L., Apr. 15.
Himalaya, D'well's, Apr. 16.

CHINA NAVIGATION

COMPANY, LIMITED.

NINGPO, SEAL, CHEFOO & ANTUNG "NANNING" On 23rd Mar.	Daylight
HONGKONG & SHANGHAI "YINGHONG" On 23rd Mar.	Daylight
SWATOW, SHANGHAI & TIENTSIN "SUIYANG" On 23rd Mar.	Daylight
SANTUO, SHANGHAI, NEWCHANG & DALNY "OHENAN" On 23rd Mar.	Daylight
AMOI, SWATOW & SINGAPORE "KIANGHONG" On 23rd Mar.	Daylight
SWATOW & SHANGHAI "KIANGTUNG" On 23rd Mar.	Daylight
SWATOW, SHANGHAI & TIENTSIN "TAIYUAN" On 23rd Mar.	Daylight
AMOI & SHANGHAI "OHENGTU" On 23rd Mar.	Daylight
HONGKONG, PAKHOI & HAIPHONG "CHIEKIANG" On 23rd Mar.	Daylight
WENAIWAI, CHEFOO & TIENTSIN "KUEICHOW" On 23rd Mar.	Daylight
SWATOW, SHANGHAI & TIENTSIN "SINKIANG" On 23rd Mar.	Daylight
SWATOW, SHANGHAI & DALNY "TEAN" On 23rd Mar.	Daylight
AMOI, SWATOW & SINGAPORE "ANTUNG" On 23rd Mar.	Daylight
SWATOW & SHANGHAI "KAIYANG" On 23rd Mar.	Daylight
FOOCHOW, WENAIWAI, CHEFOO & TIENTSIN "HUICHOW" On 10th Apr.	10 a.m.
HONGKONG, PAKHOI & HAIPHONG "OHENGTU" On 10th Apr.	11 a.m.

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The M.S. "ASIA"

on or about

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M.S. "Malaya"	1st May	11th June
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CHENONCEAUX ... 26th Mar.	D'ARTAGNAN ... 26th Mar.
ATHOS II ... 8th Apr.	ANGERS ... 8th Apr.
D'ARTAGNAN ... 22nd Apr.	SPERINX ... 22nd Apr.
ANGERS ... 6th May	G. METZINGER ... 6th May
SPERINX ... 20th May	ANDRE LEBON ... 20th May
G. METZINGER ... 3rd June	PORTHOS ... 3rd June
ANDRE LEBON ... 17th June	CHENONCEAUX ... 17th June
PORTHOS ... 1st July	ATHOS II ... 1st July

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

MARCH 18, 1930.															MARCH 19, 1930.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
STATION	Hour	Knots	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Force																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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March 19d. 10A. 57m.—The anticyclone has moved eastward and is now central over Korea; depressions are situated to the north of Japan and to the east of Formosa.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 1.95 inch. Total since January 1, 7.19 inches, against an average of 4.70 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MARCH 20.

District.	Forecast.
1.—Formosa Channel	N. winds, fresh.
2.—South coast of China between Hong Kong and Lamoo	N. and N.E. winds, moderate; fair generally.
3.—Hong Kong to Gay Rock	
4.—South coast of China between Hong Kong and Hainan	

O. W. JEFFRIES, Chief Assistant.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 19.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.87	29.94	29.86
Temperature	63	67	19
Humidity	83	76	63
Wind—Direction	E	SW	WSW
Force	3	2	3
Weather	U	C	B
B in	1.70	0.00	0.46

Highest open-air Temperature, 18: 6d

Lowest open-air Temperature, 19: 6d

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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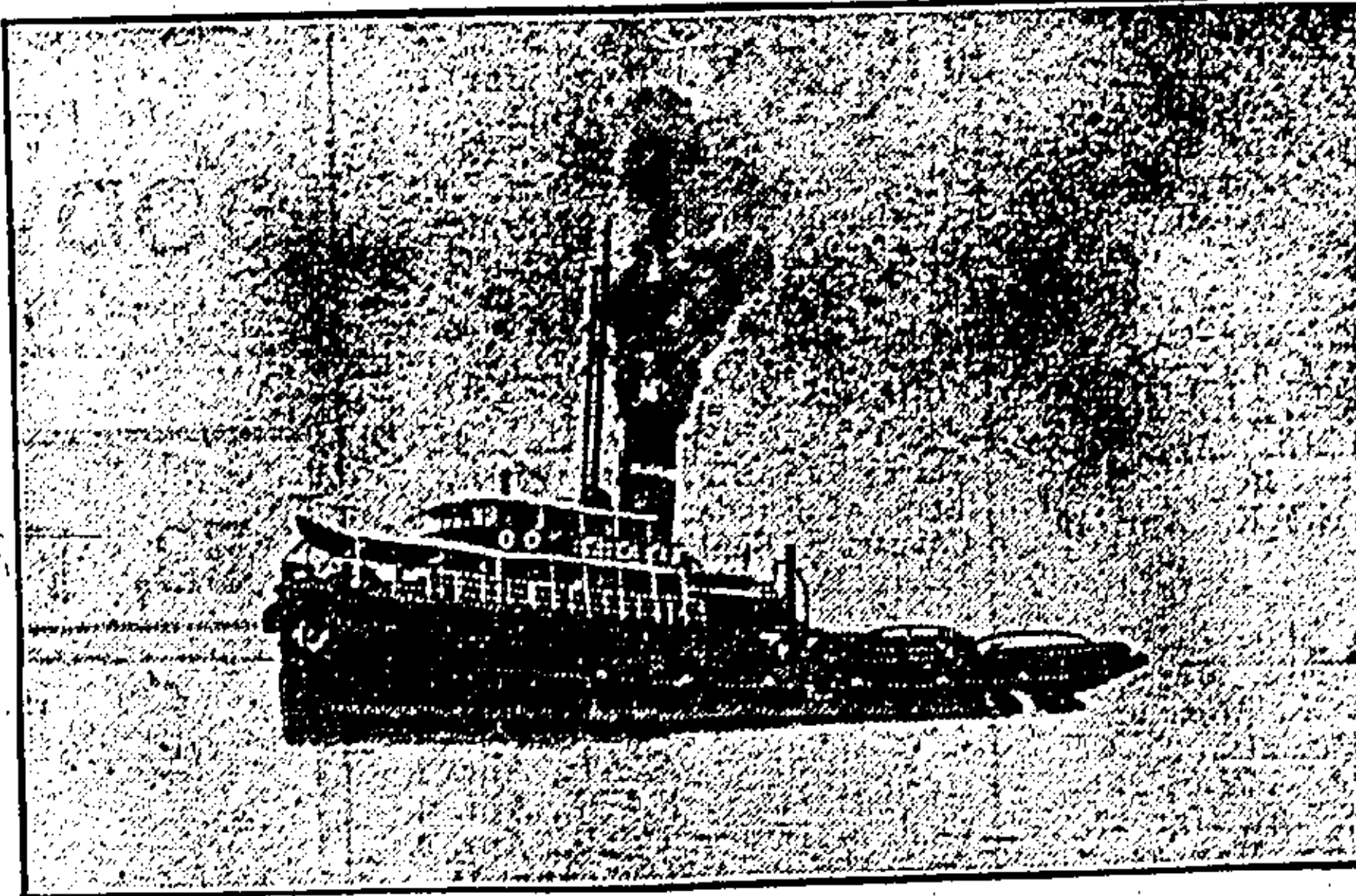
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To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" "CHAKSANG" "KWAISANG" "FOOSHING"	Sun., 23rd Mar., at 7 a.m. Wed., 26th Mar., at 7 a.m. Sun., 30th Mar., at 7 a.m. Wed., 2nd Apr., at 7 a.m.
OSAKA via MOJI & KOBE	"HOSANG"	Wed., 26th Mar., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"NAMSANG" "KUTSANG"	Tues., 8th Apr., at 7 a.m. Fri., 19th Apr., at 7 a.m.
OSAKA via AMOI, SHAL MOJI & KOBE	"SUISANG"	Fri., 25th Apr., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG" "KUTSANG"	Tues., 26th Mar., at 3 p.m. Thurs., 3rd Apr., at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Sun., 23rd Mar., at 3 p.m. Sat., 30th Mar., at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHONGSHING" "CHIPSING"	Sun., 23rd Mar., at 7 a.m. Tues., 8th Apr., at 7 a.m.
AMOI	"YUENSANG"	Fri., 21st Mar., at 10 a.m.

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Motor Vessel "GLENBEG" ... 28th March
Steamship "PEMBROKESHIRE" ... 11th April
Steamship "GLENIFFER" ... 25th April
Motor Vessel "GLENOGLE" ... 9th May

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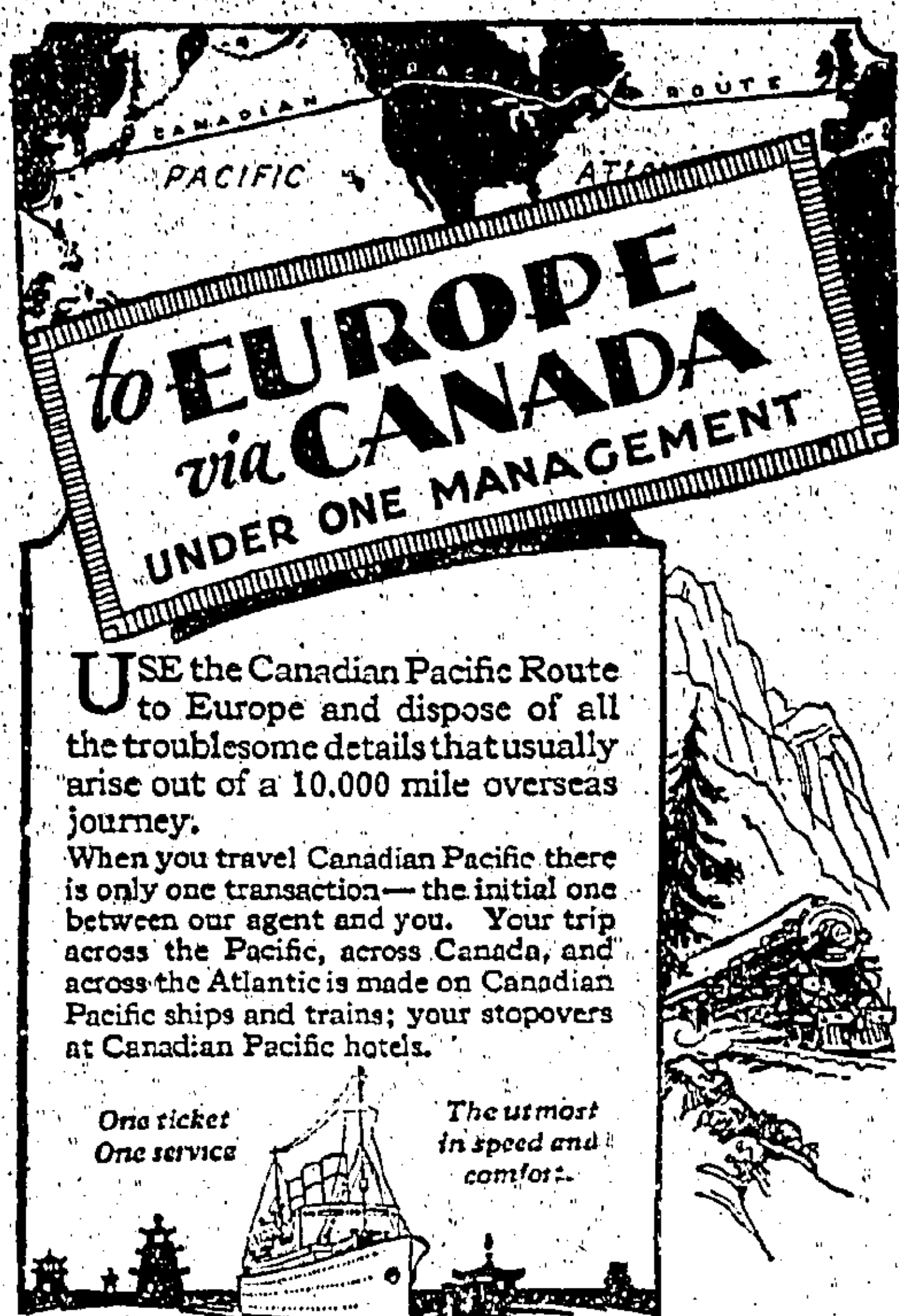
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Pass.	S.S. "TRIER"	departure 5th Apr.
Freight	S.S. "Dessau"	departure 12th Apr.
Express Freight	S.S. "Chemnitz"	departure 24th Apr.

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E/ASIA..... 5 P.M., Apr. 18th	E/ASIA.....April 20th

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CHICHIBU MARU (Maiden Voyage from Yokohama)	4th April
TATSUTA MARU	Monday, 15th April
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
MISIMA MARU	Friday, 4th April
SIBERIA MARU	Saturday, 19th April
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.	
KAMO MARU	Saturday, 22nd March
KATORI MARU	Saturday, 6th April
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 20th March
AKI MARU	Wednesday, 23rd April
BOMBAY via Singapore, Penang & Colombo.	
TOTOTRI MARU	Thursday, 27th March
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
GINYO MARU	Saturday, 6th April
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KANAGAWA MARU	Saturday, 6th April
NEW YORK, BOSTON via PANAMA.	
KAKO MARU	Friday, 28th March
TOBA MARU	Thursday, 28th April
LISBON MARU	Wednesday, 16th April
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.	
LIMA MARU	Monday, 14th April
CAIRO via Singapore, Penang & Rangoon.	
AKITA MARU	Saturday, 29th March
SHANGHAI, KOBE & YOKOHAMA.	
AKI MARU (Nagasaki direct)	Friday, 21st March
BENGAL MARU	Saturday, 31st March
BAKONE MARU	Monday, 31st March

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Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports. Taking Passengers to London Overland via Brindisi, Venice or Trieste

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
M.V. "COL DI LANA"	20th Mar.	20th Mar.
M.V. "ROMOLO"	10th Apr.	10th Apr.
S.S. "FIUME"	26th Mar.	26th Apr.
S.S. "VENEZIA"	2nd Apr.	11th May

* Cargo steamers only.

All dates are subject to alteration without notice.

For Freight and Passages apply to—

Queen's Building, DODWELL & CO., LTD.
Tel. C. 1020. Agents.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 18,700 TONS;
THROUGH CARGO
22,300 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	H.K.	Port.
Tilawa, Amoy 1,053	9,599	
Shanghai 34	3,150	
Seistan, Swatow —	500	
Nanning, Amoy 535	560	
Cheong Shing, Wei-hai-wei 1,954	399	
Gregstone Castle, New York 2,350	—	
Aeneas, Shanghai —	2,974	
Hydrangea, Swatow 142	—	
Chak Sang, Swatow 570	1,040	
Haiyang, Swatow 250	—	
Japanese	7,050	11,215
Heiyei Maru No. 12, Rangoon 3,400	4,515	
Sorachi Maru, Seokung 1,150	750	
Sungshan Maru, Swatow 64	572	
Meiko Maru, Moji 4,700	—	
Atsuta Maru, Rangoon 1,000	5,260	
Hozan Maru, Keelung 500	62	
Chinese	11,114	11,149
Hsin Chang, Shanghai 600	—	
Total	18,764	22,364

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

British	Arr.	Dep.
Japanese	10	8
Chinese	4	5
Norwegian	0	2
Dutch	0	1
Total	20	18

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—
Tilawa (Br.) Osaka, Amoy... 1,378
Seistan (Br.) Swatow... 492
Hydrangea (Br.) Swatow... 240
Haiyang (Br.) Foochow, Swatow... 185
Sungshan Maru (Japanese) Shanghai, Swatow... 253
Total... 2,551

WARSHIPS IN PORT.

The following warships were in port yesterday:—
Basin—Tamar, Sandwich, Bridgewater, Herald, Iroquois, Scarpis, Marazion.
North Arm—Kent.
West Wall—Suffolk.
In Dock—Moth.
No. 12 Buoy—Sepoy.
Foreign Men of War—U.S. gunboat Mindanao; French gunboat Vigilante, Chinese gunboat Kien Yu.

DAILY WATERFRONT NEWS.

MISTY AT SEA.

The master of the Haiyang, Capt. W. G. Erwin, reports that during the voyage from Swatow: "Moderate N.E. winds, and misty weather were encountered."

PASSENGERS.

Departures.

The following passengers left Hong Kong for the United Kingdom via ports by the a.s. Aeneas:—
Miss M. M. Aveyard, Mr. R. H. Ball, Mr. and Mrs. E. S. Barracough, Miss Z. F. Barracough, Mr. J. F. Cannan, Mrs. M. F. Cannan, Miss F. A. Cannan, Master J. M. Cannan, Mrs. A. A. Curtis, Miss B. C. Curtis, Masters J. A. and A. J. Curtis, Mr. V. C. Dixon, Mrs. A. Dixon, Mr. A. F. Fisher, Mrs. M. D. Fisher, Miss B. A. Fisher, Master R. M. Fisher, Mr. R. H. Hah, Mr. F. H. Hegarty, Mrs. N. Hegarty, Master K. Hegarty, Mr. T. G. Kiff, Mrs. C. E. Kiff, Mrs. A. G. Lysons, Rt. Rev. Bishop F. L. Norris, Miss A. S. Parsons, Mr. R. B. Roach, Mrs. E. M. Roach, Master R. J. B. Roach, Miss H. M. Roach, Miss F. Ratcliff, Mr. and Mrs. I. C. Roas, Mr. and Mrs. J. R. Ridgewell, Mrs. J. H. Wright, Mrs. A. Sinnott, Mrs. C. E. Tanss, Mr. C. Zoumeroff, Mr. D. E. Clark, Mr. and Mrs. Strickland, Master J. Strickland, Mr. J. Johnson, Mr. and Mrs. C. L. Farmer, Mrs. E. V. Kogoh, Miss J. Kogoh, Mrs. S. M. Thomson, infant, Master S. F. Thomson, The Bishop of Victoria and Mrs. Duppuy, Mr. R. Williamson, Mrs. Coppin, Mr. R. L. Pattenden, Mr. D. Fraser, Mr. Wong Lon Sam, Mr. Lee Kwai Lim, Mr. O. Waldman, Mrs. P. S. Wong and infant, and Mr. A. S. Stokes.

SHIPS IN HARBOUR.

The following vessels were in Harbour yesterday:—
Wharves—Kowloon: Tilawa, Empress of Canada, Sumatra Maru; A.P.C.—Tatookai: Utrecht; Society—Laichikok, Greytown Castle; China Merchants: Hain Chang; Jardine Matheson's: Chak Sang; O.S.K.: Menado Maru, Hozan Maru; Douglas Lapraik: Haiyang; Docks—Kowloon: Tetsuzan Maru, Sungshan Maru, Gov. Taft, Andrea, Augustino, Susanna II, San Bernardino, Tin How, Taikoo: Charles Hardouin, Paul Beau, Anking, Norviken, Shun Chih, Koko Maru, Lin-an, Tung Foong.
Buoy—A1 Columbus, A2 Alipore, A10 Atsuta Maru, B1 Kweichow, B13 Nanning, C15 Tai Lee, C17 Yuan Shun, C19 Shinsei Maru, A25 Heiyei Maru, C33 Cheongshing, B34 Kiangou, C35 Hellas, B36 Seistan, B38 Chungkong, C40 Waishing, C42 Clara Jensen, C43 Pronto, C44 Yel-jun Maru, C45 Imataca, C46 Tai Poo Shek, C48 Chian Lee, B30 Wago Maru, B31 Meiko Maru, A32 Keemun.

WITHIN CALL.

The following ships expected to be in wireless communication with Hong Kong yesterday:—Yuan-shun, Tilawa Sumatra Maru, Hainchang, Kousan Maru, Keemun, Hupeh, Ichang, Spirila, Taihing, Alipore, Kingyuan, Columbus, Carnarvonshire, Tjondari, Taiping, Dalcairn, Korei Maru, Yei Maru, Aki Maru, and Yuensang.

ARRIVALS.

March 18.

Alipore, British str., 3,211 tons, Capt. E. E. N. Dawson, from Shanghai, buoy No. A2—MacKinnon, Mackenzie & Co.
Tilawa, British str., 1,006 tons, Capt. E. Coleborn, from Japan and Amoy, Kowloon Wharf—Mackinnon, Mackenzie & Co.
Yuan Shun, Chinese str., 1,016 tons, Capt. T. Mori, from Amoy, buoy No. C17—Shun Tai Hong.

March 19.

Amazon Maru, Japanese str., 4,954 tons, Capt. F. Tanaka, from Shanghai, buoy No. A2—O.S.K. Chak Sang, British str., 1,470 tons, Capt. J. M. C. Anish, from Swatow, West Point Wharf—Jardine, Matheson & Co.
Columbus, German str., 15,988 tons, Capt. A. Ahrens, from Manila, buoy No. A1—Melchers & Co.
Hai Yang, British str., 1,363 tons, Capt. W. G. Erwin, from Swatow, Douglas Wharf—Douglas, Lapraik & Co.
Heiyei Maru No. 12, Japanese str., 3,304 tons, Capt. T. Norita, from Rangoon, buoy No. A25—Y.K.K.
Hozan Maru, Japanese str., 2,347 tons, Capt. E. Oyama, from Swatow, O.S.K. Wharf—O.S.K.
Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chin On Wharf—Chin On S.S. Co.
Keemun, British str., 5,863 tons, Capt. T. W. Quirk, from Shanghai, buoy No. A52—B. & S.
Lyons Maru, Japanese str., 7,017 tons, Capt. K. Torii, from Shanghai, buoy No. A5—N.Y.K.

Nanning, British str., 1,503 tons, Capt. E. H. Histed, from Amoy, buoy No. B12—B. & S.
Seistan, British str., 1,871 tons, Capt. A. C. Inglis, from Swatow, buoy No. B36—E. Fung & Co.
Shantung, British str., 1,568 tons, Capt. W. T. Hodge, from Canton, Taikoo Dock—B. & S.
Suiyang, British str., 1,804 tons, Capt. F. W. Potter, from Swatow, buoy No. B12—B. & S.
Sumatra Maru, Japanese str., 5,564 tons, Capt. G. Shinmura, from Moji, Kowloon Wharf—O.S.K.
Tijibodas, Dutch str., 2,953 tons, Capt. J. C. de Grooff, from Moji, buoy No. A3—J.C.J.L.
Tjikarang, Dutch str., 6,664 tons, Capt. Adriaanse, from Tg. Pandan, buoy No. A5—J.C.J.L.
Tinan, British str., 2,100 tons, Capt. J. Tinson, from Canton, buoy No. B9—B. & S.
Ugo Maru, Japanese str., 2,223 tons, Capt. Matsumoto, from Keelung, buoy No. B50—Y.K.K.
Utrecht, Dutch str., 709 tons, Capt. J. H. Kop, from Tamsui, North Point—A.P.C.

CLEARANCES

March 19.

Alipore, for Singapore.
Amazon Maru, for Singapore.
Andrea, for Tarakan.
Atsuta Maru No. 5, for Swatow.
Chak Sang, for Canton.
Cheong Shing, for Canton.
Keemun, for Singapore.
Lyons Maru, for Saigon.
Menado Maru, for Hoilow.
Nanning, for Canton.
Seistan, for Singapore.
Sumatra Maru, for Singapore.
Sui Yang, for Canton.
Tai Lee, for Canton.
Tai Poo Shek, for K. C. Wan.
Tijibodas, for Singapore.
Tinan, for Amoy.
Yei-jun Maru, for Canton.

BANK LINE LTD.

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UNITED KINGDOM & CONTINENT	ELLERMAN LINE
"CITY OF TOKIO"	London, Rotterdam, Hamburg & Hull ... 9th April
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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,373	19th Mar., 4 p.m.	Straits, Colombo & Bombay
"RAJPUTANA"	16,019	25th Mar.	Bombay, Marseilles and London
"RAJPUTANA"	16,019	12th Apr.	Bombay, Marseilles and London
"RAJPUTANA"	16,019	26th Apr.	Bombay, Marseilles and London
"KASHGAR"	9,005	3rd May	Marseilles and London
"KASHGAR"	9,005	10th May	Marseilles and London
"KASHGAR"	9,005	17th May	Marseilles and London
"KASHGAR"	9,005	24th May	Marseilles and London
"KASHGAR"	9,005	31st May	Marseilles and London
"KASHGAR"	9,005	7th June	Marseilles and London
"KASHGAR"	9,005	14th June	Marseilles and London
"KASHGAR"	9,005	21st June	Marseilles and London
"KASHGAR"	9,005	28th June	Marseilles and London
"KASHGAR"	9,005	5th July	Marseilles and London
"KASHGAR"	9,005	12th July	Marseilles and London
"KASHGAR"	9,005	19th July	Marseilles and London
"KASHGAR"	9,005	26th July	Marseilles and London
"KASHGAR"	9,005	2nd Aug.	Marseilles and London
"KASHGAR"	9,005	9th Aug.	Marseilles and London
"KASHGAR"	9,005	16th Aug.	Marseilles and London
"KASHGAR"	9,005	23rd Aug.	Marseilles and London
"KASHGAR"	9,005	30th Aug.	Marseilles and London
"KASHGAR"	9,005	6th Sept.	Marseilles and London
"KASHGAR"	9,005	13th Sept.	Marseilles and London
"KASHGAR"	9,005	20th Sept.	Marseilles and London
"KASHGAR"	9,005	27th Sept.	Marseilles and London
"KASHGAR"	9,005	4th Oct.	Marseilles and London

* Cargo only.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,006	20th Mar., 2 p.m.	Singapore, Penang & Calcutta
"TALAMBA"	9,916	30th Mar.	do.
"TAKADA"	9,916	1st Apr.	do.
"TALMA"	10,000	16th Apr.	do.
"SHIRALA"	7,841	29th Apr.	do.
"TAKLIWA"	7,936	9th May	do.
"TILAWA"	10,006	19th May	do.

* Calls Rangoon.

B.I.—Apear Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	4th Apr.	Manila, Sandakan, Thursday
"NELLORE"	4,500	2nd May	Manila, Sandakan, Thursday
"TANDA"	4,500	6th June	Manila, Sandakan, Thursday

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hainan, Kobe, Yokohama, Tamsui, Tientsin, Dairen, or other ports en route as indicated on the shipping schedule.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

FAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"NAGPORE"	5,283	20th Mar., Noon	S'hai, Moji, Kobe & Yokohama
"TALMA"	10,000	25th Mar.	S'hai, Moji, Kobe & Yokohama
"MIZAPPORE"	6,715	26th Mar., 4 p.m.	S'hai, Moji, Kobe & Yokohama
"RAJPUTANA"	16,019	29th Mar.	S'hai, Moji, Kobe & Yokohama
"SHIRALA"	7,841	6th Apr.	S'hai, Moji, Kobe & Yokohama
"BELTANA"	9,114	6th Apr.	S'hai, Moji, Kobe & Yokohama
"KRYBER"	9,114	8th Apr.	S'hai, Moji, Kobe & Yokohama
"NELLORE"	4,500	8th Apr.	S'hai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	11th Apr.	S'hai, Moji, Kobe & Yokohama
"TAKLIWA"	7,936	18th Apr.	S'hai, Moji, Kobe & Yokohama
"MANTUA"	10,946	25th Apr.	S'hai, Moji, Kobe & Yokohama
"TILAWA"	10,006	25th Apr.	S'hai, Moji, Kobe & Yokohama
"LABORE"	5,304	5th May	S'hai, Moji, Kobe & Yokohama
"KRYIA"	9,135	9th May	S'hai, Moji, Kobe & Yokohama
"RANPURA"	16,019	23rd May	S'hai, Moji, Kobe & Yokohama
"JEYPORE"	5,318	1st June	S'hai, Moji, Kobe & Yokohama
"KABMALA"	9,128	6th June	S'hai, Moji, Kobe & Yokohama
"KABMALA"	9,128	13th June	S'hai, Moji, Kobe & Yokohama
"KALYAN"	9,144	14th July	S'hai, Moji, Kobe & Yokohama
"RAJPUTANA"	16,019	18th July	S'hai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	1st Aug.	S'hai, Moji, Kobe & Yokohama
"MANTUA"	10,946	15th Aug.	S'hai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	29th Aug.	S'hai, Moji, Kobe & Yokohama
"MALWA"	10,980	12th Sept.	S'hai, Moji, Kobe & Yokohama
"KRYIA"	9,135	16th Sept.	S'hai, Moji, Kobe & Yokohama
"MOBEA"	10,954	10th Oct.	S'hai, Moji, Kobe & Yokohama
"MACEDONIA"	11,120	24th Oct.	S'hai, Moji, Kobe & Yokohama
"RAJPUTANA"	16,019	2nd Nov.	S'hai, Moji, Kobe & Yokohama
"KALYAN"	9,144	22nd Nov.	S'hai, Moji, Kobe & Yokohama
"RANCHO"	16,450	5th Dec.	S'hai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	20th Dec.	S'hai, Moji, Kobe & Yokohama

* Cargo only. † Not carrying Passengers.

All dates are approximate and subject to alteration without notice. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge. Steamers on London and Australian Lines are fitted with Lavatories. Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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